Transportation Association of Canada

VOLUNTEER PROJECT REPORT: DOCUMENTATION FORM

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TITLE
Synthesis of Canadian Practices in Vision Zero and the Safe System Approach

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EXECUTIVE SUMMARY

INTRODUCTION

Globally the road safety agenda is receiving much more attention than ever before. In October 2021 the World Health Organization and the United Nations launched a Second Decade of Action, with the target to reduce road traffic deaths and injuries by at least 50%. The new Decade of Action rejects business as usual and calls for governments and stakeholders to enter a new paradigm – one that prioritizes and implements an integrated Safe System Approach that squarely positions road safety as a key driver of sustainable development, moving towards the ultimate goal of Zero deaths as a result of traffic collisions.

Vision Zero and the Safe System Approach have been increasingly adopted and applied in Canada over the past two decades. However, there is wide variability across the country in their implementation and in the successes achieved. The Transportation Association of Canada (TAC) Road Safety Committee (SC) initiated a project in the Fall of 2020 to synthesize practices across Canada in support of promoting a greater understanding of Vision Zero and the Safe System Approach, and to assess their level of implementation across various types of organizations.

Vision Zero is a philosophy which states that all road fatalities and serious injuries can be eliminated, while increasing safe, healthy, and equitable mobility for all road users. The Safe System is an integrated and comprehensive transportation system that makes allowance for errors and eliminates predictable and preventable serious injuries and fatalities. In short, Vision Zero describes an ultimate target goal of zero road fatalities and serious injuries, while the Safe System Approach is currently the most holistic and complete framework for achieving this goal.

In respect of emerging societal demand for both Vision Zero and Safe System to achieve improved road safety throughout Canada, and to obtain an understanding of the current state of the practice in Vision Zero/Safe System principles within Canada, a project was initiated by the Road Safety Committee of the Transportation Association of Canada (and carried out by the Vision Zero & Safe System Subcommittee) to synthesize current practice in Canada regarding the adoption of Vision Zero and the Safe System Approach. Three major tasks were undertaken as part of this project:

- An environmental scan of Vision Zero/Safe System practices in government and non-government organizations,
- A detailed survey of government organizations, and
- Additional research of non-government organizations (NGOs) in the Vision Zero/Safe System arena, and the development of an NGO database.

FINDINGS

The key findings from the above tasks are summarized in Table 0-1 for government organizations.

Table 0-1: Summary of Trends and Gaps - Government Organizations (as of April 2021)

Project Task	Group Analyzed	Key Findings
Environmental Scan	Federal Government	Most federal government departments refer to Canada's Road Safety Strategy 2025. Road Safety Strategy (RSS) 2025 presents a framework for reducing traffic injuries and fatalities in Canada.
	Provincial/ Territorial Government	4 of the 13 provinces/territories (BC, NWT, Quebec and PEI) have a published road safety strategy or policy. 2 of the 13 provinces (Alberta and Manitoba) developed a strategy in recent years but they are currently on hold or did not get renewed.
	Municipal Government	A total of 27 municipalities across the country have developed a strategic or action plan in support of road safety. An additional 4 municipalities have adopted a policy or resolution to develop a Vision Zero or Road Safety Strategy or Action Plan, or are already in the process of developing a Plan.
Government Survey	Provincial/ Territorial (6 respondents)	• Low overall adoption rates of Vision Zero/Safe System in this category. • Limited involvement by (and consultation with) other key industry sectors and stakeholders. • Limited or non-existent dedicated funding for Vision Zero/Safe System activities. • Over-reliance on Traffic Engineering Branches (or equivalent). • Insufficient Vision Zero/Safe System information sharing across agencies. • Inconsistency in Vision Zero/Safe System policy formulation, funding requests, and issue management. • Limited documentation of targets and related performance measures.
	Large Municipal > 100,000 population (19 respondents)	• One-third of responding large municipalities have not developed Vision Zero policies and action plans. There is reluctance with using "Vision Zero/Towards Zero" terminology. • Many plans are driven by traffic engineering departments, with some involvement of transportation planning, communications and police departments; some plans lack multi-disciplinary involvement from other departments, NGOs and the public. • Most organizations include the monitoring and evaluation of implemented measures, but several do not always share

		this information on a wider scale and update standards/guidelines to reflect learnings. • Only one-third of responding large municipalities have dedicated Road Safety or Vision Zero annual budgets. • Approximately half of responding large municipalities have formal dedicated staff or committees to advance Vision Zero. • Although all municipalities considered safety as the top or equal priority, only about half consistently consider human factors in their planning and design projects, which conflicts with Vision Zero principles.
	Smaller Municipal < 100,000 population (40 respondents)	• The majority do not have a policy or action plan. • Challenges reported with the lack of quality or timeliness of collision data. • Limited funding, as the majority responded federal or provincial grants as a primary source to fund road safety improvements. • Limited staff, resulting in the majority mentioning that they do not have specific formal staff or council committee to advance Vision Zero principles.

The review of NGOs with respect to their ability to influence Vision Zero & Safe System plans and programs indicated the following possible gaps in how NGOs and government organizations could help each other support Vision Zero and the Safe System:

- Barriers which need to be managed include capacity, workload, and time.
- Programs need to be localized to address urban and rural differences.
- A significant paradigm shift is required for government organization transportation staff.
- Sharing information is essential – not only collision data, etc., but also program effectiveness, lessons learned, etc.
- Political will is critical, i.e., ensuring that elected officials are aware of the benefits and positive impacts of community safety programs.
- There is a need for ongoing communication between NGOs and government agencies.
- There is a greater need for cross-sector collaboration.

RECOMMENDATIONS

To address the trends and gaps identified in this review across both government organizations and NGOs, four recommendations were brought forward.

Recommendation 1: Raise Vision Zero/Safe System Awareness Among Government Agencies

Based upon analysis of the survey findings, it is clear that there is a strong and urgent need to create more awareness on a national scale of the benefits of Vision Zero and Safe System plans and policies.

Recommendation 2: Provide Guidance on Vision Zero/Safe System Target Setting, Performance Measures and Processes

Although many agencies declare having a formal documented Vision Zero or road safety plan, it is unclear why targets and a formal monitoring or evaluation process are excluded. The survey results suggest that their plans are more of a straightforward amalgamation/statement of activities being undertaken or already having occurred – rather than a forward proactive plan with stated objectives and outcomes. It appears that few organizations have dedicated resources (human and financial) as part of the planning process. Greater access to collision data and basic metrics between different levels of government is required.

Recommendation 3: Promote Different Vision Zero/Safe System Governance Models and Delivery Mechanisms

Most agencies appear to rely primarily on their Traffic Engineering services/operations/branches to take the lead role in Vision Zero/Road Safety Plan delivery. This may not necessarily be the best delivery mechanism in all cases. This is apparent with the top ranked measures declared, especially the lack of measures in the area of safe vehicles and post collision care.

Recommendation 4: Promotion for increased Engagement of NGOs in Vision Zero/Safe System Information Exchange

NGOs have been advocating for road safety for years, and have a wealth of knowledge, expertise, and resources that will support Vision Zero and Safe Systems programming. However, many agencies have not engaged with NGOs in the development or the implementation of their Vision Zero/Safe System Plan. There is a need to promote the importance and benefits of engaging NGOs and guide agencies on how to identify and reach out to local NGOs. This could be done by providing opportunities for jurisdictions, who have successfully worked with NGOs, to share their learnings as they move through the Vision Zero and Safe System process.

1. INTRODUCTION

1.1 Background

This report is the result of a volunteer project of the Transportation Association of Canada (TAC) Road Safety Committee (RSC), led by the Vision Zero & Safe System Subcommittee.

Vision Zero and Safe System concepts have been increasingly adopted and applied in Canada over the past two decades. However, there is wide variability across the country in their implementation and success achieved. Road agencies require more understanding and guidance of current practices in Canada prior to developing or furthering their own plans and programs. There is currently no recognized source of information or national framework for the development and application of Vision Zero or the Safe System Approach in Canada.

As a result, the TAC Road Safety Committee initiated a project in December 2020 to synthesize practices across Canada in support of promoting a greater understanding of Vision Zero and the Safe System Approach as well as their implementation across various types of organizations. This report was prepared by members of the Vision Zero & Safe System Subcommittee.

1.2 Objectives

The primary objective of the project was to synthesize current practices in Canada with respect to Vision Zero and the Safe System Approach. In support of this objective, the following objectives were identified:

- Promote a clear understanding of Vision Zero and Safe System Approach concepts and principles.
- Establish the current status of Vision Zero and Safe System Approach application within Canada.
- Describe the role and involvement of various types of organizations in Vision Zero/Safe System planning and implementation.
- Provide information to assist the development of strategic and action plans consistent with Vision Zero/Safe System principles and for the effective sharing of knowledge about Vision Zero and the Safe System Approach in Canada.
- Provide some context for the development of the Road Safety Guide for Canada.
- Set the foundation for a possible follow-up project, to develop “Recommended Practices” for Vision Zero and the Safe System Approach in Canada.

1.3 Scope and Methodology

The project scope was defined as follows:

- Literature review of the origins and definitions of Vision Zero and Safe Systems
- Environmental scan of jurisdictions (government and non-government) that have adopted Vision Zero or Safe System Approach principles.
- A survey of TAC Members regarding government practices.

- Discussions with Canadian road safety organizations including the Canadian Association of Road Safety Professionals (CARSP), Parachute Canada, the Canadian Institute of Transportation Engineers (CITE), the Traffic Injury Research Foundation (TIRF) and others regarding non-government practices.
- Development of a database of government and non-government agencies involved in Vision Zero and Safe System Approach plans and programs.
- Compilation of current practices with respect to Vision Zero and the Safe System Approach.
- Identification of gaps and issues within current practices in Canada in the practice of Vision Zero and the Safe System Approach.
- Development of recommendations for TAC and its members to address the identified gaps and issues.

1.4 Project Phases and Report Organization

The project was conducted in four phases:

- **Phase 1:** Definition of Vision Zero and Safe System Principles (described in Section 2)
- **Phase 2:** Environmental Scan (described in Section 3)
- **Phase 3:** Assessment of Vision Zero and the Safe System Approach in the Government and Non-Government Sectors (described in Sections 4 and 5, respectively)
- **Phase 4:** Recommendations (described in Section 6)

Given the major differences in the methods for collecting detailed information subsequent to the environmental scan, Phase 3 was subdivided into separate reviews of government and non-government organizations. The report has been organized to present the findings of each of these components (Sections 4 and 5, respectively). This is followed by overall conclusions and recommendations in Section 6.

The report appendices contain detailed outcomes of the research conducted, including environmental scan, government survey results, as well as screenshots of the non-government database. Guidance on the use of external resources is provided in Section 6.

2. DEFINITIONS AND PRINCIPLES

Prior to establishing the state of current practice in Vision Zero and the Safe System Approach, it was necessary to understand the definitions of these concepts and the associated principles.

Vision Zero refers to a philosophy in which death and serious injury as a result of a collision in the transportation system is unacceptable, and the Safe System Approach refers to the holistic and comprehensive approach that is required to reach the goal of zero deaths and serious injuries. In other words, Vision Zero highlights WHY we need to shift our philosophical approach to preventing deaths and serious injuries within the transportation network, and the Safe System Approach provides guidance on HOW we would do so. One cannot effectively operate without the other. More substantial definitions and lists of supporting principles, with graphic representations as appropriate, are provided in the following sections.

2.1 Vision Zero

Vision Zero was first initiated in Sweden, followed by other countries including Norway, and the United Kingdom, which are considered to now have the lowest rates of road deaths in the world. (Reference: https://www.wri.org/research/sustainable-and-safe-vision-and-guidance-zero-road-deaths) Vision Zero has since gained momentum in many countries, including the United States and more recently in Canada. Therefore, it is an emerging societal construct and represents a public demand for re-prioritizing decision-making and funding allocation.

VISION ZERO DEFINITION

Vision Zero is a philosophy which states that all road fatalities and serious injuries can and should be eliminated, while increasing safe, healthy, and equitable mobility for all road users.

VISION ZERO PHILOSOSPHY

Principles of Vision Zero philosophy are defined as follows:

1. **Human life and health are prioritized within all aspects of transportation systems.** The foundational principle is that life and health can never be exchanged for other societal benefits. Human life and health are paramount and take priority over mobility and other objectives in the road transportation traffic system.
2. **Deaths and serious injuries are preventable.** Transportation-related collisions are not inevitable and are related to policies, systems and built environments, all of which can be improved upon with collective action and political will. Knowledge exists to both predict and prevent the occurrence of collisions.

The term Vision Zero will be taken to refer to a vision that is consistent with the above definition and set of principles, whether or not it is specifically named “Vision Zero”. For example, a vision may be named as “Towards Zero”, “Road to Zero”, but if it meets the definitions and principles, then for the intents and purposes of this document, it is a Vision Zero philosophy.

2.2 Safe System Approach

The Safe System Approach is considered to be international best practice in road safety by the World Health Organization (WHO)[1] , the United Nations (UN) and the Organization of Economic Cooperation and Development (OECD).[1] These organizations recommend that all countries, regardless of their level of road safety performance, follow a Safe System Approach, reference in the Global Decade of Action 2020-2030.

The Safe System Approach is designed with the human being at its centre, taking human fallibility and vulnerability into account (see Vision Zero Principle above), and accepting that even the most conscientious person will make a mistake at some point. The goal of the Safe System Approach is to ensure that these mistakes do not result in a collision; or, if a collision does occur, its effects are sufficiently mitigated so as to not cause death or serious injury.

Responsibility for the approach is shared by everyone. Policy makers, planners, engineers, vehicle manufacturers, fleet managers, enforcement officers, road safety educators, health agencies and the media are accountable for the system's safety; while every road user, whether they drive, ride, roll or walk, is responsible for complying with the system's principles. The term Safe System Approach will be used to refer to a framework (i.e., a plan or program) in which the primary responsibility for road safety rests with the system designers, recognizing that the users of the system are vulnerable, error-prone, and take risks according to how the road environment is designed.

A Safe System Approach also aligns road safety management, with broader ethical, social, economic, and environmental goals. Through collaborative multi-sector partnerships, the Safe System is well positioned to tackle other societal problems associated with road traffic, such as climate change, noise pollution, and equity in access to a safe and connected transportation system.

The Safe System Approach (as illustrated in Figure 2-1) is a holistic view of the transportation system that considers infrastructure and its physical context, travel speeds, vehicles and other users. It is inclusive and considers the safety of all user groups, including pedestrians, cyclists, and all vehicle operators and occupants.

[1] Brake the road safety charity (https://www.brake.org.uk/get-involved/take-action/mybrake/knowledge-centre#reference)

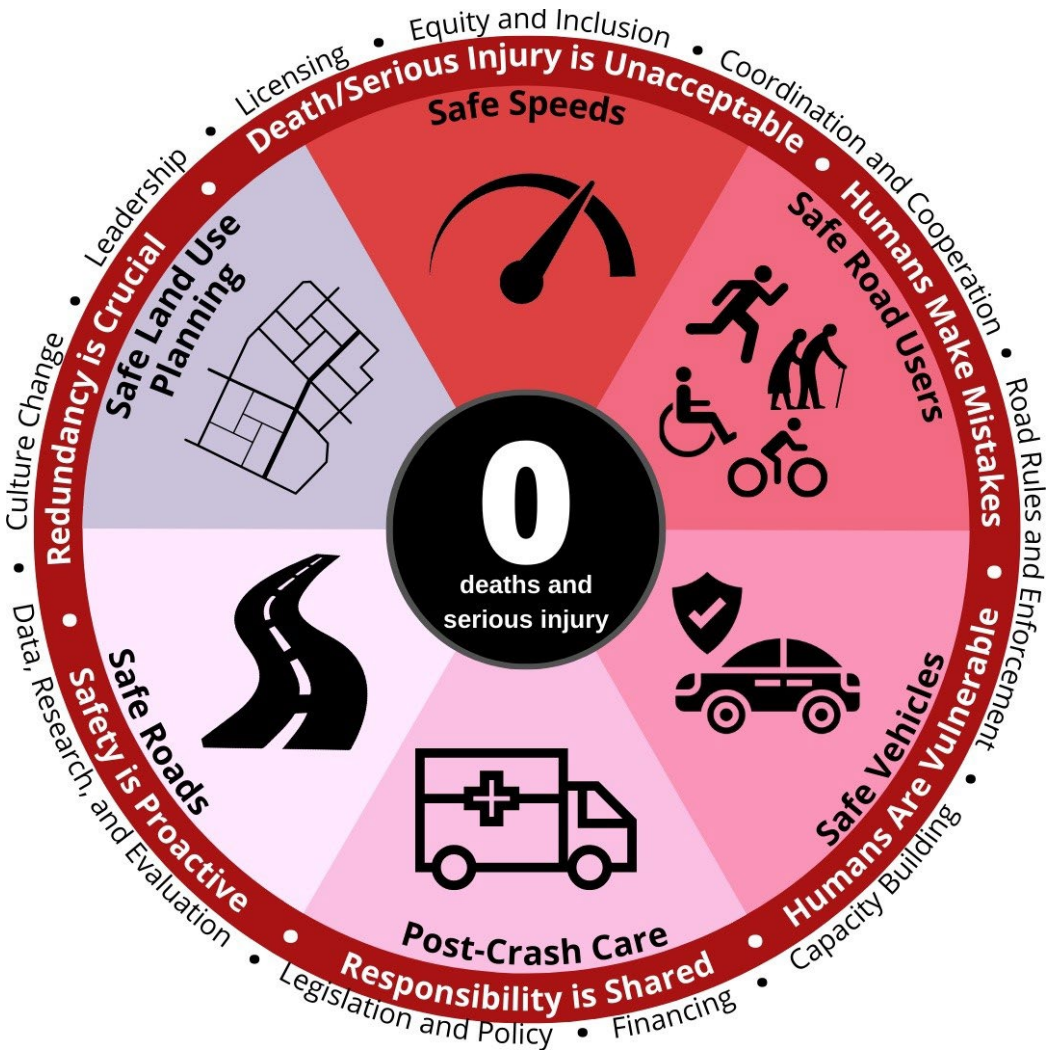


Figure 2-1: Draft Sample Illustration of the Canadian Safe System Approach

SAFE SYSTEM APPROACH DEFINITION

The "Safe System Approach" is an integrated and comprehensive approach to the transportation system that makes allowance for errors and eliminates predictable and preventable serious injuries and fatalities.

SAFE SYSTEM COMPONENTS

The Safe System Approach incorporates human fallibility into the design of road networks and safety programs. The recommended action areas that make the Safe System a holistic approach and are identified in the second ring of the infographic are as follows: Safe Roads, Safe Speeds, Safe Road Users, Safe Vehicles, Safe Land Use Planning and Post-Collision Care.

Safe Roads: In a Safe System Approach, roads are designed to reduce the risk of collisions occurring and the severity of an injury, should they occur. Infrastructure incorporates safety features from the outset by:

- Separating different types of road users,
- Separating traffic,
- Setting appropriate speed limits for the road environment, and
- Designing "self-explaining roads".

Safe Speeds: Speeds in the Safe System Approach are based on aiding collision avoidance and a human body's limit for physical trauma. In the context of Safe Speeds, the Safe System approach encourages:

- Establishing appropriate speed limits,
- Enforcing existing limits, and
- Educating road users.

Safe Road Users: This component of the Safe System Approach addresses human behaviours that result in collisions. Designing and building safe roads to minimize human error is insufficient if road users fail to comply with the rules of the road. Emphasis is placed on a philosophy of shared and proportionate responsibility and focuses on strategies to combat contributing human factors to collisions such as distracted and aggressive driving.

Safe Vehicles: Vehicles are designed, built, and regulated to minimize the occurrence and consequences of collisions, with the emphasis on collision survivability. Increasingly, roads and vehicles will be managed through intelligent transportation systems including autonomous vehicles and smart connected infrastructure. There are two main strands to safer vehicles – technology and roadworthiness.

Safe Land Use Planning: In order to achieve a truly safe system, road safety policy should be integrated into broader city and urban planning efforts that affect mobility options and travel patterns. Land use planning should foster less private vehicle travel, create safe conditions for vulnerable users, and ensure that high-speed roads are adequately separated from mixed land uses.

Post-Collision Care: Injury is a major cause of premature death and disability. Most existing injury control strategies focus on primary prevention – that is, avoiding the occurrence of injuries or minimizing their severity – or on secondary prevention – providing adequate emergency medical response to enhance treatment and thereby minimise harm following an injury. In many instances the prompt provision of emergency medical care and rapid movement of injured casualties from the scene of injury to an appropriate health-care facility can save lives, reduce the incidence of short-term disability, and dramatically improve long-term outcomes.

SAFE SYSTEM APPROACH PRINCIPLES

The Safe System Approach principles embody the tenants of Vision zero as stated above. These principles are shown in a third ring of the infographic:

- Deaths and serious injuries are unacceptable

- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Redundancy is crucial

SAFE SYSTEM APPROACH SUPPORTING ELEMENTS

A Safe System Approach is supported by the following elements (shown in the outside ring of the infographic). It is important to note that traffic and transportation departments are not responsible for managing or coordinating all of these elements but to recognize that collaboration with others is a critical element of the Safe System Approach.

- Data, Research and Evaluation – a better understanding of collisions and risks
- Legislation and Policy
- Licensing – Admittance to the System
- Culture Change
- Leadership
- Co-ordination and Co-operation
- Road Rules and Enforcement
- Capacity Building
- Financing
- Equity and Inclusion

ALIGNMENT OF SAFE SYSTEM APPROACH WITH OTHER POLICIES AND SOCIETAL GOALS

Road Safety decisions should not be made in isolation but should be aligned with broader community values, such as economic; land use planning; human, occupational and environmental health; consumer goals; and mobility and accessibility. The Safe System Approach incorporates human fallibility into infrastructure design and safety programs.

The Safe System Approach is a holistic view of the road transport system that considers interactions among roads and roadsides, travel speeds, vehicles, and other road users, and how the intensity and severity of these interactions is influenced by 'upstream' factors such as land use planning, road design standards, data analysis, leadership, legislation, policy, and others. It is inclusive and considers the safety of all road user groups, including pedestrians, cyclists, motorcyclists, passengers, and drivers. *The Safe System Approach is integrated and comprehensive*.

Vision Zero and Safe System Approaches are essential to improve road safety, and these can be supported by programs such as:

- **Active Transportation.** This approach encompasses any form of human-powered transportation, including walking, cycling, using a wheelchair, in-line skating or skateboarding.

- **Healthy Communities.** These initiatives are multi-sectoral collaborations that integrate social, economic and environmental goals to benefit the whole community and strengthen community capacity to promote and sustain health.
- **Climate Change/Sustainability.** Ecological transition initiatives aim to reduce greenhouse gas emissions. Fossil fuel dependent transportation modes being a significant contributor to these emissions, initiatives that reduce the use of these types of vehicles, for example by integrating safe active and public transportation infrastructure, can contribute to reduce risk exposure. Integrating trees and landscaping, within the right of way, when redesigning streets help mitigate effects of sudden heavy precipitation and heat spots.
- **Accessibility**. Accessibility is the key to inclusive cities. People with disabilities are excluded further if cities are planned and designed poorly. Accessibility is about giving equal access to everyone.

3. ENVIRONMENTAL SCAN

As a starting point for the assessment of Vision Zero and Safe System practices in Canada, an environmental scan was conducted. The methodology of this scan and the outcomes are described in this section.

The scan was completed in April of 2021. Therefore, it is understood that practices – including plans and policies – may have changed between the completion of the scan and publication of this report, and that several details may not be available based on the methods used (described in Section 3.1). Further, some current practices in Canada may have been unintentionally excluded from the scan based on methods used (described in Section 3.2). Additional details are provided in Section 4.0 for government organizations (based on a survey) and in Section 5.0 for non-government organizations (based on additional, more focused scans and discussions).

3.1 Objectives and Scope

The objectives and scope of the environmental scan were as follows:

- To identify the full range of organizations involved in Vision Zero and Safe System activities
- To understand where along the Vision Zero/Safe System journey organizations are currently at
- To conduct a preliminary assessment of the level of consistency/coverage with Vision Zero and Safe System principles, based on published policies and plans
- To help identify organizations to possibly follow-up with for additional information

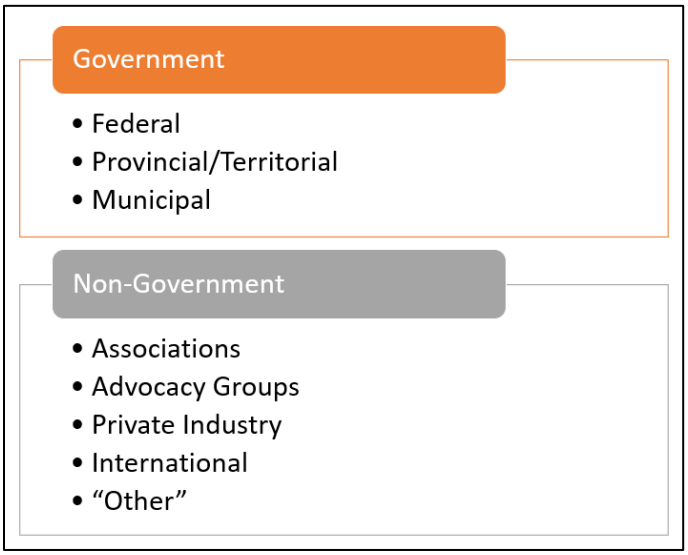


Figure 4-1: Types of Organizations Included in Environmental Scan

The types of organizations that were covered in the environmental scan are summarized in Figure 4-1.

3.2 Methodology

The environmental scan was conducted based on information that was readily available online.

- Lists of jurisdictions compiled in various studies were reviewed (e.g., NGO websites such as Parachute Canada, environmental scans conducted as part of recent municipal strategic plan development).
- All provincial transportation authority websites, all "large" municipalities (>100,000 population), and a sample of the websites of smaller municipalities were reviewed.

- Only the smaller municipalities (<100,000 population) for which evidence of a policy or plan was found online were included in the scan.
- A high-level scan was conducted of websites of each organization and available plan/report documents (such as Road/Traffic Safety/Vision Zero Strategic and Action Plans).

3.3 Environmental Scan of Government Organizations

The environmental scan was conducted on 9 federal/national organizations, 13 provinces and territories, and 52 municipalities. The findings were summarized in a series of tables for each government category, containing the information items listed in Table 3-1.

Table 3-1: Information Collected in Government Environmental Scan

Information Item	Options And Abbreviations
Organization Type	F = Federal P/T = Provincial/Territorial M = Municipal
For Municipalities: Municipal Context & Size	SR = Small, Rural | SU = Small, Urban | MR = Medium, Rural | MU = Medium, Urban | LU = Large, Urban | UR = urban/rural
Status (based on quick review of website/plan) and year adopted	Pl = Have Developed Strategic or Action Plan Po = Adopted Policy Statement/Resolution in support of Vision Zero
Name of Plan / Website Link	Link to website provided
Coverage of Vision Zero/Safe System Principles (refer to list of principles in Section 2.0)	F = Full/substantial coverage P = Partial coverage (in general terms or only some principles) N = Minimal or none found
Comments	Includes descriptions of information found, or examples od documents or activities in support of Vision Zero and Safe System.

Notes:

- Municipality Size: Small = <20,000; Medium = 20,000-100,000; Large = > 100,000
- Urban/Rural =
    - Large municipalities are all urban
    - Medium and small size municipalities located within 10 km of a large municipality are also urban
    - Isolated medium and small size municipalities are rural

The summary tables are attached in Appendix A, and the highlights are described as follows for each level of government.

FEDERAL/NATIONAL ORGANIZATIONS

The following federal/national organizations were included in the scan:

- Canadian Council of Motor Transport Administrators (CCMTA)
- Transport Canada
- Royal Canadian Mounted Police (RCMP)

- Public Health Agency of Canada
- Transportation Safety Board of Canada
- Public Safety Canada
- Justice Canada

The scan revealed that most national government departmental websites refer to Canada's Road Safety Strategy 2025. Canada's Road Safety Strategy 2025 (RSS 2025) presents a framework for reducing traffic injuries and fatalities in Canada. As per previous editions (2015 and 2020) it retains the long-term vision of "Making Canada's roads the safest in the world" but has been updated with the vision of Towards Zero. The Towards Zero vision is not a target to be achieved by a certain date. This vision will continue beyond the RSS 2025's timelines and highlights the desire for the best road safety outcomes for all Canadian jurisdictions. In addition, multiple principles key to the strategy's success have been aligned with international best practices in road safety. This includes the adoption of the Safe System Approach and a 10-year time frame for the Strategy (2016 – 2025). The strategy continues to be flexible which allows Canadian jurisdictions to implement road safety programs that meet their own specific needs. RSS 2025 is based on three guiding principles:

1. Adopt a Safe System Approach: an approach which recognizes that road users are prone to error, and that the system should be designed to limit these errors and reduce the negative consequences, using all available tools.
2. Downward trend towards zero: a year-to-year reduction in traffic fatalities and serious injuries until their eventual elimination.
3. Based on best practices: practices that have achieved reductions should be replicated and expanded for maximum impact.

RSS 2025 does not provide specific strategies, but discusses road user initiatives, road infrastructure initiatives and vehicle initiatives in the following categories:

- Policy/legislation/regulation
- Education/training
- Communication/awareness
- Enforcement
- Information/Data/Research
- Technology

PROVINCIAL/TERRITORIAL ORGANIZATIONS

All provinces/territories (jurisdictional members of CCMTA) played a role in development of RSS 2025. RSS 2025 was adopted by the CCMTA Board and approved by the Council of Minsters Responsible for Transportation and Road Safety. 6 Provinces and Territories websites have developed their own plans to support or supplement RSS 2025, as shown in Figure 4-2. The review of the environmental scan for all provinces and territories is summarized in Table 3-2, and additional details and links are in Appendix A.

All provinces/territories (jurisdictional members of CCMTA) played a role in development of RSS 2025. RSS 2025 was adopted by the CCMTA Board and approved by Council of Minsters Responsible for Transportation and Road Safety
LEGEND
Plan published
Plan in development or on hold
PEI

Figure 4-2: Provinces/Territories with Published Road Safety Strategic Plans

Table 3-2: Summary of Provincial/Territorial Environmental Scan (*see Table 3-1 for abbreviations*)

Organization Name	VZ/SS Plan or Policy? (Year)	VZ/SS Coverage?	Comments
British Columbia	Plan (2016)	Full	Effective to 2025. Aligns with RSS 2025.
Alberta	Plan (2015)	Full	Alberta's Traffic Safety Plan 2020 was developed, but ultimately not approved.
Saskatchewan	None found	n/a	Infrastructure plans and legislative changes support road safety objectives, but no overarching strategy emphasizing Vision Zero & Safe System principles.
Manitoba	Plan (2017)	Full	Effective to 2020. Aligns with RSS2025. Renewal of plan beyond 2020 was suspended.
Ontario	None found	n/a	Several provincial road safety programs are in place in Ontario, but no overarching provincial plan or policy emphasizing Vision Zero & Safe System principles.
Québec	Plan (2021)	Partial	Effective from 2018 to 2023. Road Safety plan introducing Vision Zero principles and Safe System approach (referring to the RSS) as a first step toward the next RS plan that will have to go further towards Vision Zero and Safe System approach.
Newfoundland	None found	n/a	Department of Transportation and Infrastructure Strategic Plan 2020-2023 does not include safety-focused strategies.

Organization Name	VZ/SS Plan or Policy? (Year)	VZ/SS Coverage?	Comments
New Brunswick	None found	n/a	Office of Health injury prevention framework refers to RS 2025 but no specific strategies or actions
Prince Edward Island	Plan (2015)	Partial	Endorses RSS, but scope is limited to legislation, behaviour change, does not include road infrastructure plans
Nova Scotia	None found	n/a	Information on website, but no overarching plan. Halifax Regional Municipality has developed a RS Plan
Yukon Territory	None found	n/a	Information on website, but no overarching plan.
Northwest Territories	Plan (2015)	Partial	Endorses RSS, but emphasizes behaviour change with limited road infrastructure plans
Nunavut	None found	n/a	Minimal references to road safety on website

The majority of the published plans referred to Vision Zero or the Safe System Approach by name or incorporated the principles in their plans and policies. Examples are provided in Appendix A. All other Provinces, despite not releasing a public document, were found to have some information on road safety programs and activities on their websites, for which the links are provided in Appendix A. Some of these provinces, such as Ontario, have a significant number of road safety programs and projects that do not explicitly endorse Vision Zero or Safe System principles.

The reasons for suspension of the Alberta Traffic Safety Plan and the Manitoba Road Safety Plan were not investigated as part of this project. However, any learnings related to challenges in renewing strategies or obtaining approvals from public officials would be a valuable part of a follow-up study.

MUNICIPAL ORGANIZATIONS

The scan of 52 municipal organizations indicated that there was a total of 31 municipalities with published plans or policies in support of road safety. The majority of these either adopted or acknowledged Vision Zero or the Safe System Approach. The distribution by province/territory is summarized in Figure 3-3, and details are provided in Appendix B. The Province with the most municipal road safety plans is Ontario, followed by Alberta. Several municipalities were in the process of developing road safety strategic plans at the time of the review. Some municipalities have also developed multiple iterations of their road safety strategy, e.g., the City of Edmonton released Plans in 2011, 2016, 2018 and 2021. For these municipalities, only the most recent version is listed in Table 3-3, and details are provided in the tables in Appendix A.

Figure 3-3: Number of Municipalities in Each Province /Territory with a Published Road Safety Strategy or Policy

In Table 3-3, "policy" indicates that the municipal council has adopted a resolution in support of Vision Zero or the Safe System Approach or approved the development of a supporting strategy or action plan.

The environmental scan of municipalities revealed the following trends:

- The majority of municipalities with published plans or policies (70%) are large.
- Most plans or policies were established or renewed since 2017 (88%).
- The only provinces without a municipal plan or policy were PEI and the 3 Territories. However, provinces with lesser populations may have involved the larger municipalities in the development of their provincial strategy.

The survey of government organizations presented in Section 4.0 reveals much more detailed information regarding Vision Zero plans, policies, targets and programs, stratified by municipal size.

Table 3-3: Municipalities with Published Road Safety Plans or Policies

Municipality	Municipality Size, Context	Province/ Territory	Plan Or Policy?	Year Adopted (Most Recent Version)
City of Vancouver	LU	BC	Plan	2016
City of Surrey	LU	BC	Plan	2019
City of Chilliwack	MU/R	BC	Plan	2005
City of North Vancouver	MU	BC	Plan	2020
City of Vernon	MU	BC	Policy	2013
City of Kamloops	MU	BC	Policy	2018
City of Edmonton	LU	AB	Plan	2021
City of Calgary	LU	AB	Plan	2019
City of St. Albert	LU	AB	Plan	2018
Strathcona County	MU/R	AB	Plan	2020
City of Ft. Saskatchewan	MR	AB	Plan	2019
City of Lethbridge	LU	AB	Plan	2020
Town of Devon	SU/R	AB	Plan	2022
City of Saskatoon	LU	SK	Plan	2018
City of Winnipeg	LU	MB	Policy	2019
City of Toronto	LU	ON	Plan	2017
City of Ottawa	LU	ON	Plan	2020
City of London	LU	ON	Plan	2017
City of Kingston	LU	ON	Plan	2019
City of Hamilton	LU	ON	Plan	2019
City of Brantford	MU	ON	Plan	2021
City of Sudbury	SU	ON	Plan	2017
City of Mississauga	LU	ON	Plan	2021
Region of Durham	LU	ON	Plan	Undated
Region of Niagara	LU	ON	Policy	2020
Region of Peel	LU	ON	Plan	Undated
City of Montreal	LU	QC	Plan	2019
Quebec City	LU	QC	Plan	2018
City of Trois Rivieres	LU	QC	Plan	2020
City of Saint John	MU	NB	Plan	2021
Halifax Regional Municipality	LU	NS	Plan	2018

4. CURRENT PRACTICES IN THE GOVERNMENT SECTOR

4.1 Government Survey

OBJECTIVES OF THE SURVEY

The initial environmental scan provides a sample overview of the government organizations that have formally adopted Vision Zero (or a Vision Zero inspired plan or policy). The intent was not to review policies or plans in detail, but rather to directly consult the governments through a survey of TAC members. The government survey was therefore focused on the following objectives:

- Obtain more in-depth details regarding government understanding, adoption, and implementation of Vision Zero and Safe System plans, policies, and activities.
- Understand the extent and consistency of implementation among (and through cross-comparison of) differing categories of government agencies with respect to Vision Zero and Safe System plans, policies, and principles.
- Obtain a preliminary indication of the level of success of these activities.
- Identify candidate agencies willing to share further information.
- Analyze information received to identify implementation gaps for TAC to consider in terms of developing additional Vision Zero/Safe System guidance at the national level. This is intended to provide government agencies with appropriate assistance and reference materials to expand and maximize the effectiveness of their implementation plans, policies, and activities.

SURVEY METHODOLOGY

The survey was conducted using Survey Monkey, consisting of 29 questions divided into five sections. Most were multiple choice questions, and some were open-ended/free form. The estimated time of completion was 20 minutes.

- **Section 1** asked the respondent to identify the category of organization they represented and the population their agency served.
- **Section 2** asked questions concerning their Vision Zero plan status, their agency's adoption of a Vision Zero plan, policy, or activity, and whether specific targets were set. Those respondents whose agency had a plan, policy or activity were then asked to respond to additional questions regarding their agency's plan, policy, or activity.
- **Section 3** posed question groupings designed to verify if plans/policies/activities were aligned with Vision Zero principles. The question groupings included: the involvement of different departments; the involvement of Non-Government Organizations (NGOs); which form of public consultation was being used; if there were any Vision Zero goals and targets identified; road safety prioritization protocols; types and quality of accessible data; sources of funding; presence of a governing committee; forms of monitoring or evaluation of implemented measures; the role of human factors knowledge; types of risky behaviors targeted for enforcement; and which Vision Zero/Safe System information (if any) is communicated/published to stakeholders and the public.

- **Section 4** posed question groupings aimed at verifying if and how plans/policies/activities aligned with the Safe System approach. More specifically, the agencies were asked which measures were implemented within the five pillars of the safe system approach which are Safe Roads, Safe Speeds, Safe Road Users, Safe Vehicles and Post-Collision Care.
- Finally, **Section 5** asked respondents to leave contact information if they were interested in receiving further information.

The survey was sent out in June 2021 to 257 TAC members of the Road Safety Committee (RSC) and other members of committees of the Safety, Design and Operations Council not represented on the RSC. The respondents included government agencies ranging from federal, provincial/territorial, and municipal (all types: large, regional, and local). Respondents had 3 weeks to complete the survey, which was extended to 5 weeks with targeted reminders from TAC.

4.2 Summary of Survey Results

A total of 65 government agencies responded to the survey. After a preliminary analysis to identify trends, results were compiled in three agency categories:

1. Provincial/Territorial,
2. “Large” municipalities with a population equal to or greater than 100,000, and
3. “Smaller” municipalities with populations under 100,000.

Only two respondents identified themselves as regional-level governments; therefore, these were included within the municipality category corresponding to its population.

The following sections present highlights of the survey results for each of the three agency categories. In the interest of limiting the length of the report, only results deemed significant to identify trends or gaps are reported. Thus, reported results may be different from one level of agency to the other. Those interested by survey questions and results are invited to consult the compiled results for each question in Appendix B. Responses for each question are presented for all respondents and the three categories.

4.3 Provincial/Territorial Findings

Provincial agencies represented 9% of respondents to the survey, with responses from 6 of the 13 provinces and territories in Canada. The majority of these had a population of over 1 million.

ADOPTION OF A VISION ZERO POLICY OR PLAN

Policy in Place

- None of the responding provinces or territories reported having a formal “adoption policy or statement” in place, but two agencies indicated that they were in the development stage.

Vision Zero Strategic or Action Plan in Place

- Two of the responding agencies indicated that they have a strategic or action plan currently under development.
- Two provincial agencies had developed a plan, but it was since canceled or not renewed.

Development of Strategic or Action Plan

- An agency's Traffic Engineering Branch (or equivalent) was involved in every plan developed, and most also involved transportation planners and communications staff. To a lesser extent, police/enforcement services, public health, advisory committees, and public safety officials were involved.
- Regarding NGOs, there were no clear trends reported, but some involved: indigenous communities, driving training associations, trucking industry, automobile associations, and consultants.
- None of the responding provinces or territories had formal public consultation; except for one who had conducted stakeholder consultations.

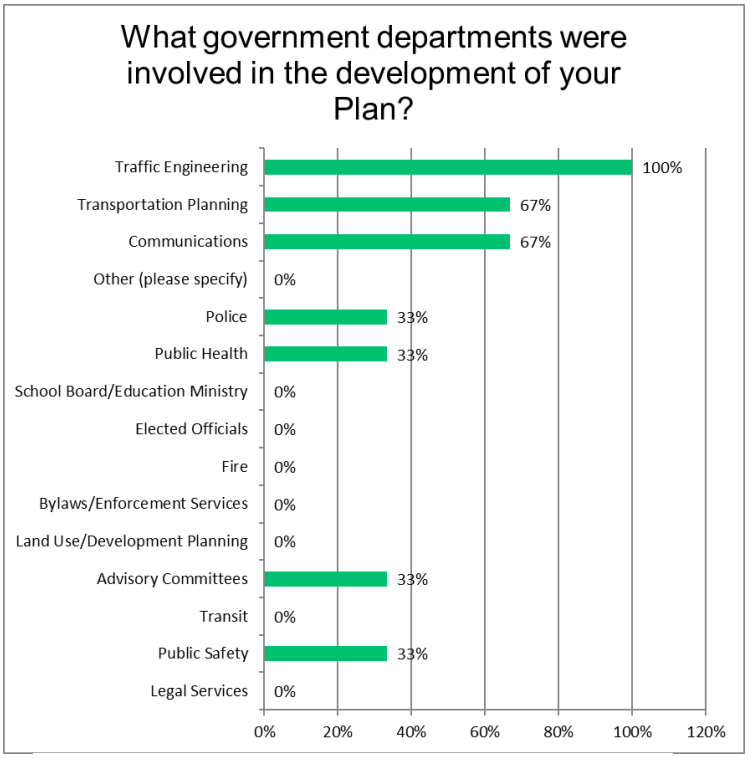


Figure 5-1: Graph of Question 7 Responses for Province/Territory Category

ALIGNMENT OF PLANS/POLICIES/ACTIVITIES WITH VISION ZERO PRINCIPLES

Targets

- All respondents have interim targets for reducing fatalities and serious injuries. None of them have set ultimate targets; however, one refers to "Vision Zero".

Prioritization of Safety

- Four of the six of the respondents' indicated safety is the top priority (explicitly stated or not). For the others, it is equal to other considerations.

Collision Data

- Approximately half of the responding provinces or territories have access to data that is either timely or good quality, but not both. A third of them indicated that their data was neither timely nor good quality. Only one indicated their data is both timely and good quality.
- Data for all agencies is mainly collected and provided from police/enforcement services, and some also get data from the insurance industry and/or the medical community (coroners, in the case of fatal collisions).

Road Safety/Vision Zero Funding

- Most receive funds from capital and operational budgets. A third also receiving federal grants and contributions from partners.
- Only one indicated they have a dedicated Road Safety or Vision Zero/Safe System budget.

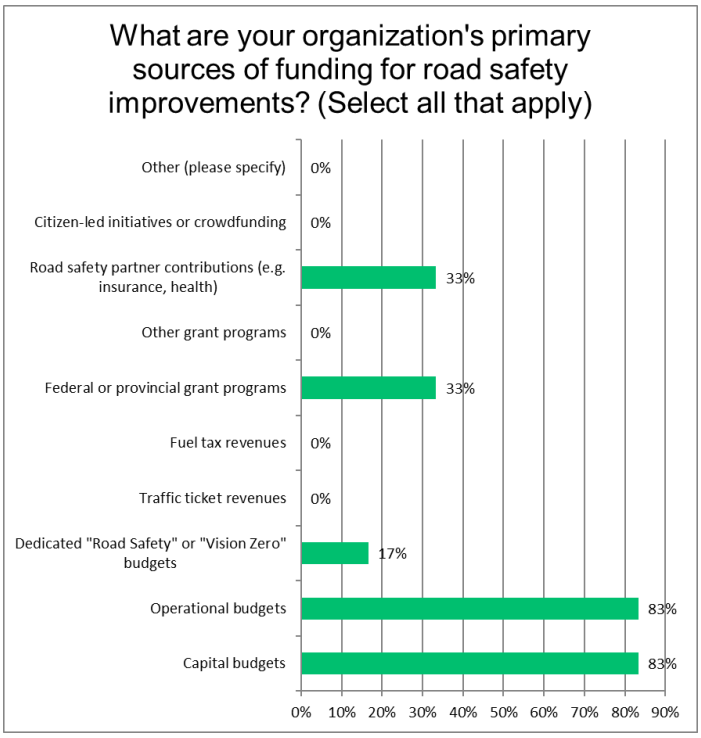


Figure 5-2: Graph of Question 16 Responses, Provincial Category

Committees

- None of the respondents were aware of staff or committees dedicated to Vision Zero/Safe System.

Monitor/Evaluate

- Three of the responding provinces or territories monitor and evaluate implemented measures. They typically do this annually.

Human Factors

- The vast majority somewhat uses or considers Human Factors, and only one uses it always.

Enforcement Targets

- All agencies reported that targets generally have a focus on speeding and impaired driving (with drug impairment targets identified by most, but not all). Aggressive and distracting driving targets were also fairly common (50%).

ALIGNMENT OF PLANS/POLICIES/ACTIVITIES WITH SAFE SYSTEM APPROACH

- **Safe Roads**: There was no strong trend in regard to safe road countermeasures, however:
    - Over half of the provincial/territorial agencies who responded have implemented shoulder rumble strips, barriers, and roundabouts.
    - Approximately half have implemented measures related to pedestrian movements (curb ramps, and pedestrian signals and devices), centreline rumble strips, and protected-only left turns.
    - None reported using leading intervals (bike or pedestrian), road diets, or modifying turn lanes.
- **Safe Speeds**: No strong trends were reported, but over half of the agencies have implemented speed display devices, and single point automated speed enforcement (ASE). None have implemented emergency vehicle-friendly speed humps, narrower lanes, or point to point ASE.

- **Safe Road Users**: All provincial/territorial agencies who responded are using public education on aggressive driving and have graduated licensing programs. Other common reported measures are education targeted at young drivers, and commercial vehicle inspections / enforcement improvements. All the safe road user countermeasures asked about had at least one province or territory use them. The least commonly used were policies associated with micro-mobility, road safety school curriculum, and strategic enforcement
- **Safe Vehicles**: There appears to be no strong trend in regard to safe vehicle countermeasures used. Over half of the agencies who responded use commercial vehicle inspections and enforcement, and approximately half are piloting autonomous vehicles. Almost 2/3 of the countermeasures listed in the survey have not been implemented by any of the responding provinces or territories.
- **Post Collision Care**: There were no strong trends reported in regard to post care countermeasures. Half of the provincial/territorial agencies who responded have implemented signal priority for emergency vehicles. Almost 2/3 of these countermeasures also have not been implemented by any of the responding provinces or territories.
- **Management Elements / Process:** A wide array of elements and processes are being used. Over half of respondents are annually reporting collisions and conducting road safety audits. None indicated they have implemented processes related to empowering victims or public outreach changes.

OVERALL TRENDS AND GAPS FOR PROVINCES/TERRITORIES

None of the responding provinces or territories have a formal policy or statement, but approximately half have a plan or are planning to develop one. Survey responses received suggest that their plans include interim targets, but no ultimate target. They were predominantly developed with/by Traffic Engineering Branch (or equivalent) staff, but with little to no public consultation.

It was noted that most jurisdictions have access to internal funds. One indicated they had dedicated funds, but none were aware of any dedicated staff. In the earlier stages of adoption of Vision Zero in Canada, the lack of dedicated staff may not be a shortfall, but this is something agencies may need to review in the future.

In regard to the provinces and territories, there appears to be only limited use of countermeasures related to safe vehicles and post collision care. There may be benefits in highlighting to provinces and territories how they can also influence these factors.

These findings suggest that, as national leaders in the area of road safety, the provincial/territorial agencies could be (and may want to consider) more active in the areas of Vision Zero/Safe System plans, policies, and activities. Specifically, based on the responses received via this survey, it appears that there may be major gaps – for which TAC may wish to proactively develop guidance:

- Low overall adoption rates of Vision Zero/Safe System in this category.
- Limited involvement by (and consultation with) other key industry sectors and stakeholders.
- Underfunded Vision Zero/Safe System fiscal models, funding sources, etc.
- Limited or non-existent dedicated funding for Vision Zero/Safe System activities.

- Over-reliance on Traffic Engineering Branches (or equivalent) to shepherd Vision Zero/Safe System implementation, at primarily the operations level only.
- Insufficient (or lack of) Vision Zero/Safe System information sharing across agencies.
- Insufficient (or lack of) Vision Zero/Safe System related advertising and public awareness campaigns.
- Inconsistency in Vision Zero/Safe System policy formulation, funding requests, and issues management.
- Limited documentation of Vision Zero/Safe System targets and related performance measures.

4.4 Trends and Gaps Among Municipalities with Population ≥ 100,000

Of the 59 respondents that were either municipalities or regions, 32% have a population greater than 100,000.

ADOPTION OF A VISION ZERO POLICY OR PLAN

Vision Zero Policy in Place

- Nearly two-thirds (63%) have a formal policy or statement for Vision Zero and most are council endorsed.

Vision Zero Action Plan in Place

- While 64% have a strategic and/or action plan in place, an additional 21% are working on developing one or planning to begin work in the near future.
- Only 16% have no plan to work towards formalizing Vision Zero or Safe System Approaches in the foreseeable future.

Ultimate Target in Place

- 44% of large municipalities explicitly include an ultimate target of zero fatalities and serious injuries with a specific year, while additional 34% have the target with an unspecified year.
- Most large municipalities (69%) refer to the target as “vision zero” or “towards zero”

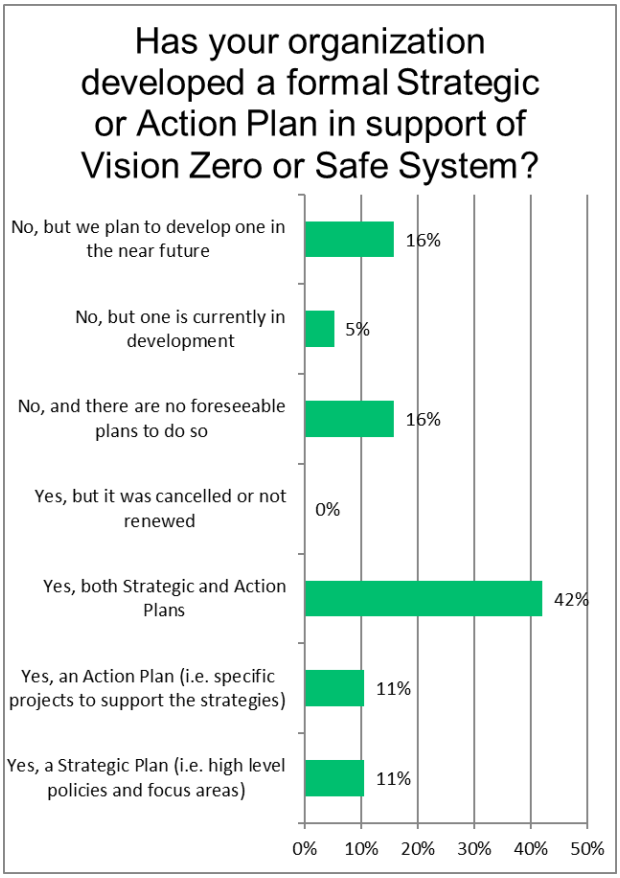

Has your organization developed a formal Strategic or Action Plan in support of Vision Zero or Safe System?
No, but we plan to develop one in the near future
16%
No, but one is currently in development
5%
No, and there are no foreseeable plans to do so
16%
Yes, but it was cancelled or not renewed
0%
Yes, both Strategic and Action Plans
42%
Yes, an Action Plan (i.e. specific projects to support the strategies)
11%
Yes, a Strategic Plan (i.e. high level policies and focus areas)
11%
0%
10%
20%
30%
40%
50%

Figure 5-3: Graph of Question 5 Responses, Municipalities > 100,000

Development of Action Plan

- Among large municipalities, in all cases the Traffic Engineering Department (or equivalent) was a part of the team that developed the action plan.
- Other government departments such as Transportation Planning (87%), Communications (80%), and Police (73%) were frequently involved in development of the action plan.
- Non-government organizations were less frequently involved in action plan development, with bicycle advocacy groups ranking highest at 33%.

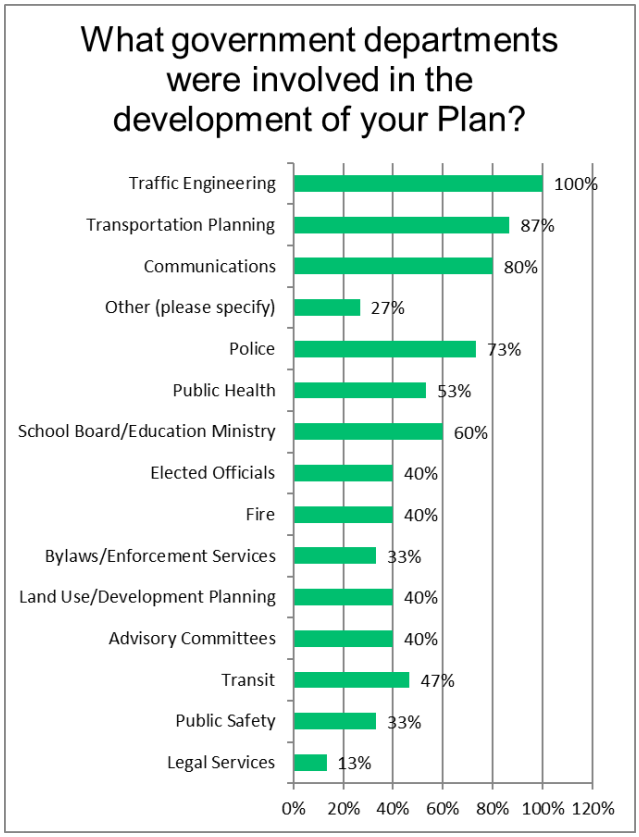


Figure 5-4: Graph of Question 7 Reponses, Municipalities > 100,000

ALIGNMENT OF PROGRAMS WITH VISION ZERO PRINCIPLES

Prioritization of Safety

- Approximately 35% of respondents for large municipalities reported safety was explicitly stated as a top priority, and approximately 35% reported safety appears to be the top priority, although not explicitly stated by organization.

Collision Data

- Most large municipalities expressed that there are challenges with quality or timeliness of collision data for use in decision making.
- Collision data is primarily provided by Police Departments and Insurance Providers.
- Most (84%) large municipal organizations conduct evaluations and monitor effectiveness of implemented measures in support of Vision Zero and the Safe System.

Road Safety/Vision Zero Funding

- For large municipalities, the top 3 sources of funding are capital, operations, and Federal/Provincial/Territorial grant programs.
- Only 32% of large municipalities have a dedicated Road Safety or Vision Zero annual/year-over-year budget.

Committees and Information Sharing

- Approximately half of the respondents (52%) have a formal staff or council committee to advance Vision Zero principles.

- Safety program information sharing with the public was done predominantly through a dedicated webpage/website and annual reports.

Human Factors

- The majority of large municipalities (63%) inconsistently or rarely consider human factors in transportation planning and design engineering practices.

ALIGNMENT OF PROGRAMS WITH SAFE SYSTEM APPROACH

The top ranked countermeasures for each pillar of the safe system were as follows:

- **Safe Roads**: Pedestrian Signals/RRFBs/PXOs, pedestrian countdown signals, fully accessible push buttons
- **Safe Speeds**: Speed display devices, on-street cycling facilities, lower residential speed limits.
- **Safe Road Users**: Public education targeted at cyclists, safe routes to school programs, distracted driving public education
- **Safe Vehicles**: Transit priority, public transit lanes, pilot projects for connected and automated vehicles
- **Post Collision Care**: Traffic signal priority for emergency vehicles

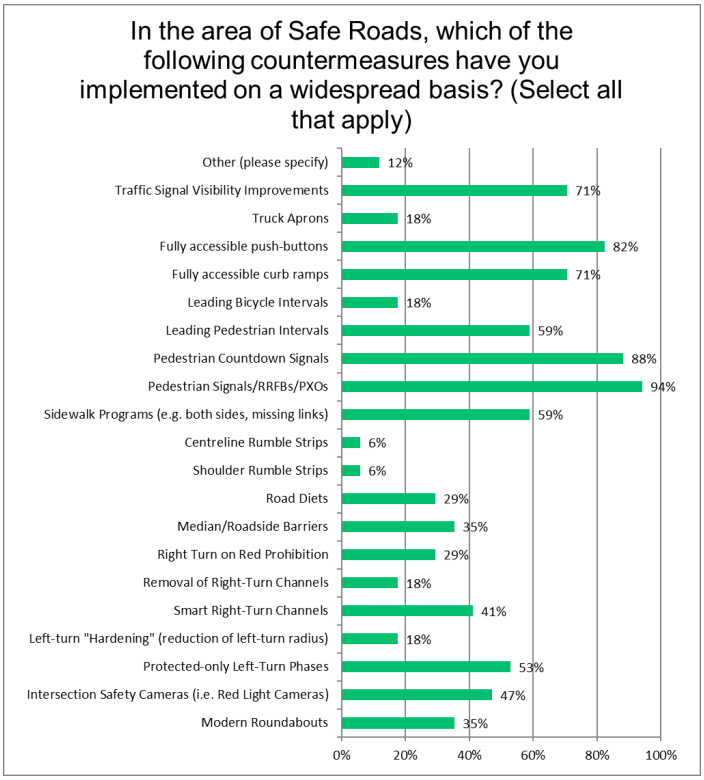

In the area of Safe Roads, which of the following countermeasures have you implemented on a widespread basis? (Select all that apply)
Other (please specify) 12%
Traffic Signal Visibility Improvements 71%
Truck Aprons 18%
Fully accessible push-buttons 82%
Fully accessible curb ramps 71%
Leading Bicycle Intervals 18%
Leading Pedestrian Intervals 59%
Pedestrian Countdown Signals 88%
Pedestrian Signals/RRFBs/PXOs 94%
Sidewalk Programs (e.g. both sides, missing links) 59%
Centreline Rumble Strips 6%
Shoulder Rumble Strips 6%
Road Diets 29%
Median/Roadside Barriers 35%
Right Turn on Red Prohibition 29%
Removal of Right-Turn Channels 18%
Smart Right-Turn Channels 41%
Left-turn "Hardening" (reduction of left-turn radius) 18%
Protected-only Left-Turn Phases 53%
Intersection Safety Cameras (i.e. Red Light Cameras) 47%
Modern Roundabouts 35%
0% 20% 40% 60% 80% 100%

Figure 5-5: Graph of Question 22 Responses, Municipalities > 100,000

OVERALL TREND AND GAP FOR LARGE MUNICIPALITIES

While two-thirds of large municipalities have developed Vision Zero policies and action plans, and these are largely based on best practices, there is an opportunity for all municipalities to complete this important work. It appears that there is some reluctance to use the Vision Zero/Towards Zero terminology.

While many plans seem to be driven by engineering and planning departments, opportunities exist to make the work more interdisciplinary with increased involvement of non-government agencies and public consultation.

While most large municipal organizations do conduct evaluations and monitor effectiveness of implemented measures in support of Vision Zero and the Safe System, there is an increased need for sharing of this information on a wider scale and timely updates to standards/guidelines to reflect these learnings.

Only one-third of large municipalities have dedicated Road Safety or Vision Zero annual budgets. Focused and predictable budgets are vital to ensure traffic safety programs are successful and result in high impact improvements. In addition, approximately half of large municipalities have formal staff or committees to advance Vision Zero, therefore, additional opportunities exist in this area.

It appears that there is a gap explicitly considering safety as the top priority and consideration of human factors. Nearly two-thirds of respondents from large municipalities inconsistently or rarely consider human factors in transportation planning and design engineering practices.

4.5 Trends Among Small Municipalities with Population < 100,000

Of the 59 respondents that were either municipalities or regions, 68% have a population less than 100 000.

ADOPTION OF A VISION ZERO POLICY OR PLAN

Vision Zero Policy in Place

- The majority (85%) of small municipalities currently do not have a formal policy or statement for Vision Zero.

Vision Zero Action Plan in Place

- Approximately 54% of small municipalities have no plan to work towards formalizing Vision Zero or Safe System Approaches in the foreseeable future.
- Approximately 31% of small municipalities do not currently have a plan but envision working towards creating a plan in the near future.

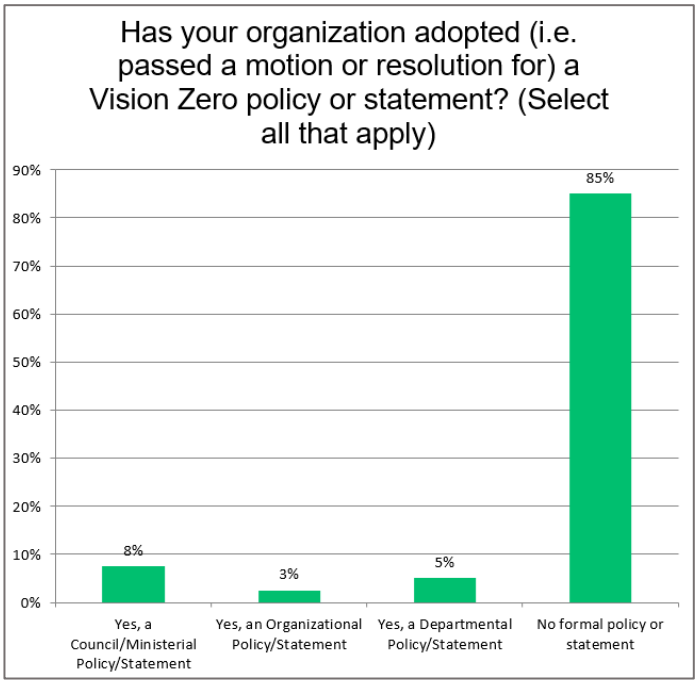


Figure 5-6: Graph of Question 3 Responses, Small Municipalities

Development of Action Plan

- Of the respondents for small municipalities, the Traffic Engineering Department (or equivalent) was consistently part of the team in the creation of the action plan(s).
- Approximately 41% of small municipalities involved a local bicycle advocacy group in the development of their action plan.

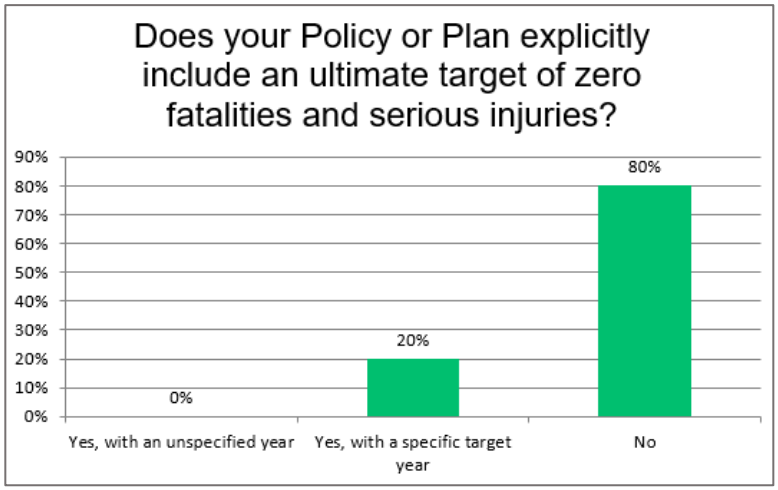


Figure 5-7: Graph of Question 10 Responses, Small Municipalities

ALIGNMENT OF PROGRAMS WITH VISION ZERO PRINCIPLES

Prioritization of Safety

- Approximately 20% of respondents for small municipalities reported safety was explicitly stated as a top priority, while approximately 46% reported safety appears to be the top priority, although not explicitly stated by organization.

Collision Data

- Most small municipalities expressed that there are challenges with the quality or timeliness of collision data for use in decision making.
- For small municipalities, collision data is primarily provided by Police/Fire Departments and Insurance Providers.

Road Safety/Vision Zero Funding

- Top 3 sources of funding to implement road safety initiatives for small municipalities are capital, operations, Federal/Provincial/Territorial grant programs.
- Only 13% of small municipalities have a dedicated Road Safety or Vision Zero annual/year-over-year budget.

Committees

- Very few (13%) of small municipalities have a formal staff or council committee to advance Vision Zero principles.

Human Factors

- Approximately 43% of small municipalities frequently consider human factors in transportation planning and design engineering practices.

ALIGNMENT OF PROGRAMS WITH SAFE SYSTEM APPROACH

The top ranked countermeasures for each pillar of the safe system were as follows for small municipalities:

- **Safe Roads**: Pedestrian Signals/RRFBs/PXOs, Modern Roundabouts, Protected-only Left Turn Phases, Sidewalk infill programs
- **Safe Speeds**: Speed display devices, Lower Residential Speed Limits, Traffic calming Treatments, Narrower Lanes
- **Safe Road Users**: Strategic Enforcement, Safe Routes to School Programs, Distracted driving Public Education
- **Safe Vehicles**: Requirements for contractors to meet similar safety standards, Commercial Vehicle Inspections and Enforcement, Public Transit Lanes
- **Post Collision Care**: Traffic Signal Priority for Emergency Vehicles

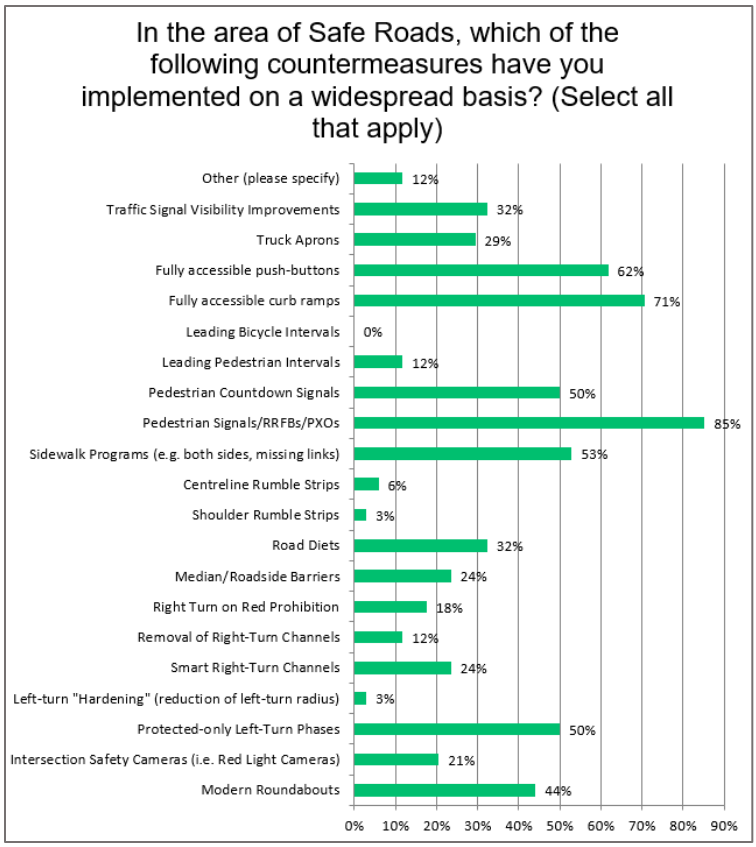

In the area of Safe Roads, which of the following countermeasures have you implemented on a widespread basis? (Select all that apply)
Other (please specify) 12%
Traffic Signal Visibility Improvements 32%
Truck Aprons 29%
Fully accessible push-buttons 62%
Fully accessible curb ramps 71%
Leading Bicycle Intervals 0%
Leading Pedestrian Intervals 12%
Pedestrian Countdown Signals 50%
Pedestrian Signals/RRFBs/PXOs 85%
Sidewalk Programs (e.g. both sides, missing links) 53%
Centreline Rumble Strips 6%
Shoulder Rumble Strips 3%
Road Diets 32%
Median/Roadside Barriers 24%
Right Turn on Red Prohibition 18%
Removal of Right-Turn Channels 12%
Smart Right-Turn Channels 24%
Left-turn "Hardening" (reduction of left-turn radius) 3%
Protected-only Left-Turn Phases 50%
Intersection Safety Cameras (i.e. Red Light Cameras) 21%
Modern Roundabouts 44%
0% 10% 20% 30% 40% 50% 60% 70% 80% 90%

Figure 5-8: Graph of Question 22 Responses, Small Municipalities

OVERALL TRENDS AND GAPS FOR SMALL MUNICIPALITIES

The most significant result is that the majority of small municipalities do not have a policy or action plan. There may be several reasons for this trend, some being:

- Challenges reported with the lack of quality or timeliness of collision data.
- Limited funding, as the majority responded federal or provincial grants as a primary source to fund road safety improvements.
- Limited staff, resulting in the majority mentioning that they do not have specific formal staff or council committee to advance Vision Zero principles.

There appears to be an immediate need to provide awareness, communication, and development tools for use by most small municipalities to enhance and expand Vision Zero/Safe System Road Safety Action Plan development and implementation.

There appears to be a widespread need among small municipalities for assistance and methodologies to utilize in the making of appropriate business cases to seek increased dedicated funding on a sustained basis to identify, investigate, and mitigate/correct road safety concerns and deficiencies.

There may be a need here for further consultations/surveys with small municipalities to assess if there is adequate cross-sharing of "best practices", SMART goals, and countermeasure implementation/success/lessons learned/etc.

There seems to be an opportunity to promote and increase options for road safety training targeted at transportation professionals.

4.6 Other Noteworthy Survey Findings

OVERALL STATE OF VISION ZERO/SAFE SYSTEM IMPLEMENTATION IN CANADA

Perhaps the most concerning finding (and, in turn, the area for greatest potential focus and improvement moving forward) is that over 70% of respondents mentioned that they currently do not have either a Vision Zero policy or statement, or a strategic or action plan. There was a significant representation of smaller municipalities in this group.

ALIGNMENT OF PROGRAMS WITH VISION ZERO PRINCIPLES

Of the respondents that do have a Vision Zero Policy / Plan, nearly all are led by Traffic Engineering Branches (or equivalent) with some identifying minor involvement with the Transportation Planning department and Communications staff.

At the local and regional/large municipality level, the Police/Enforcement Services department is also involved. When compared to the province/territory level, municipalities had a greater number and variety of departments involved. This may suggest that interdepartmental collaborations may be easier in smaller organizations.

When comparing the provinces/territories responses to those of the municipalities, municipalities indicated a greater number and variety of NGOs involved in the development of their plan, with bicycle advocacy groups ranking the highest. See section 5.7 for an example of how NGO's can participate. Another notable distinction between provinces/territories and municipalities is that only municipalities mentioned that the general public was consulted as part of the development of their plan.

Over 40% of agencies responded having set the ultimate target of zero fatalities and zero serious injuries, but these are mostly from the large municipality category. Respondents that indicated having interim or annual targets were focused mainly on the reduction in fatal and serious injuries. In addition, the majority declare doing irregular, ad-hoc or no monitoring or evaluation of their Vision Zero/Safe System programs.

ALIGNMENT OF PROGRAMS WITH THE SAFE SYSTEM APPROACH

Overall, the survey findings revealed that the top ranked countermeasures being used are as follows for all levels of government:

Safe Roads: 84% mentioned pedestrian signals/RRFBs/PXOs, followed by fully accessible curb ramps with 68% and pushbuttons with 65%. The least declared measures are more recently implemented measures such as Leading pedestrian Intervals and left turn hardening.

Safe Speeds: 90% of respondents declared to have implemented Speed Display devices. Average speed camera (point to point) enforcement does not seem to have been implemented anywhere in Canada yet.

Safe Road Users: strategic enforcement, public education regarding distraction and Safe Routes to School programs were implemented.

Safe Vehicles: only 55% of respondents indicated implementing measures. The top ranked measures were public transit lanes and transit signal priority, which are within the responsibilities of a transportation or traffic department. Very few respondents reported implementing measures related to safety performance of vehicles such as truck side guards and 360-degree cameras.

Post-Collision Care: traffic signal priority for Emergency vehicles was the topmost declared measure in place in their jurisdiction. For this pillar, respondents could answer "none of the above". Resulting in only 60% of respondents indicating a measure in place within their jurisdiction within this pillar.

Management Processes: As illustrated in Figure 4-9, respondents indicated having several elements and processes in place to support their Vision Zero/RS plan/program with annual collision reports ranking as top. The elements or processes that are less reported mainly consist of those that were more recently recognized or harder to implement such as good access to Road Safety training, support of Road Safety Professional designation, institutional culture change, public culture change and empowered victim groups. It should also be noted that 17 respondents skipped this question with 14 representing small municipalities/regions.

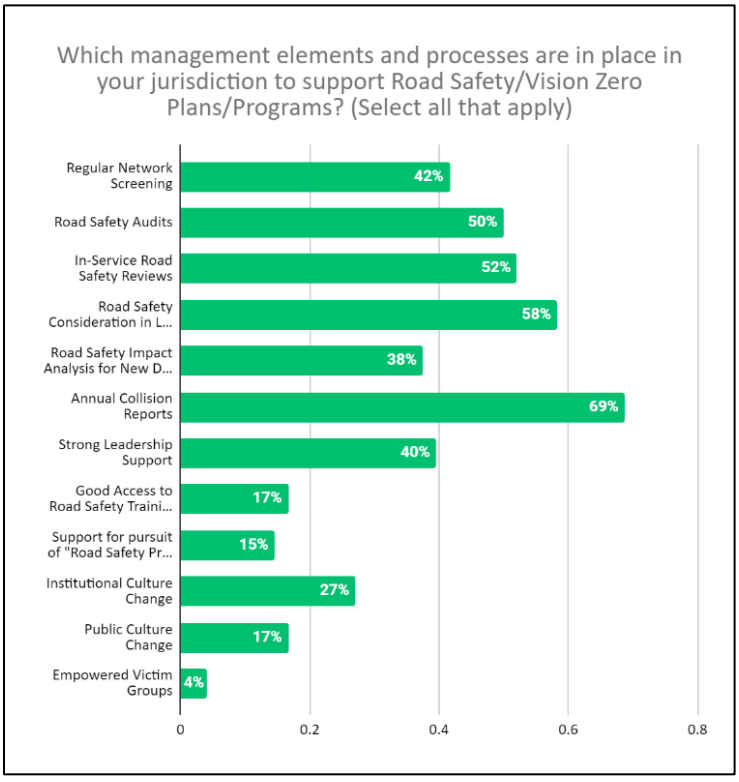


Figure 4-9: Graph of Question 27 Responses, Small Municipalities

5. CURRENT PRACTICES IN THE NON-GOVERNMENT SECTOR

A key component to the Vision Zero and Safe System Approach is consultation with stakeholders. For agencies embarking on Vision Zero and Safe System programming, partnering with NGOs is a critical piece of the necessary consultation. NGOs have been advocating for road safety for years, and have a wealth of knowledge, expertise, and resources that will support Vision Zero and Safe Systems programming. As discussed in earlier sections, many Vision Zero and Safe System programs in Canada are initiated in municipal traffic and transportation departments focusing on the engineering components of road safety. NGOs can fill critical gaps in programs led by engineering or public works departments, and support communications, advertising, community engagement, acting as champions, and “boots on the streets” ambassadors.

Note that many of the actions supported by NGOs can be, and are, led by different internal government departments for some jurisdictions. Public health, police, and communications departments can all play an important role in a coordinated and collaborative approach to Vision Zero and Safe System programs. As mentioned in Section 4, not many of these departments responded to the survey, due to the likelihood that TAC's primary membership connection is with engineering and public works departments. Therefore, the survey did not provide much insight into the activities of non-engineering related government efforts towards Vision Zero and Safety System programming. This is a recognized shortcoming of this exercise, and should be taken into account to correct in future efforts.

5.1 Types of Non-Government Organizations

While "NGO" has various interpretations, the term is generally accepted to include non-profit, private organizations that operate outside of government control. Some NGOs rely primarily on volunteers, while others support a paid staff. Two broad groups of NGOs are identified by the World Bank:

- **Operational NGOs,** which focus on the design and implementation of development projects.
- **Advocacy NGOs,** which defend or promote a specific cause and seek to influence public policy.

A safe system approach recognizes the broad reach of road safety implications within our society, thus private sector and for-profit interests are included within the scope of the NGOs. These include insurance companies, automotive and beverage companies. Many of which have recognized a financial interest in supporting road safety.

In general, practitioners will likely engage with NGOs in two different ways. Organizations like CCMTA, Parachute and the Vision Zero Network provide an opportunity for practitioners from different jurisdictions to come together and share resources on the state of Vision Zero and the Safe System Approach. Practitioners can join these groups to learn and network with other agencies, to obtain knowledge on the state of the practice. Advocacy NGOs may also participate as stakeholders in strategic planning, policy development, community outreach and communication.

5.2 The Role of Non-Government Organizations

The intent of this report is to identify NGOs that may support Vision Zero and the Safe System Approach undertakings. NGOs that work within the realm of road safety are excellent resources in the areas of awareness and outreach and are often more than happy to support a larger road safety undertaking, within their mandate. Among the wide variety of roles that NGOs play, the following can be identified as important (illustrated in Figure 5-1).

Figure 5-1: Roles of NGOs

COORDINATION

Through their varied networks, NGOs can assist in the coordination of specific programs targeted at specific audiences and road user types.

SUPPORTING INNOVATION, DEMONSTRATION AND PILOT PROJECTS

NGOs have the advantage of selecting particular places for innovative projects and specify in advance the length of time which they will be supporting the project - overcoming some of the shortcomings that governments face in this respect. NGOs can also be pilots for larger government projects by virtue of their ability to act more quickly than the government bureaucracy.

UNDERTAKING/FACILITATING CONSULTATION

As with coordination, NGOs can assist in facilitating consultation of specific programs targeted at specific audiences and road user types, through their links and membership.

IMPLEMENTATION

In some instances, NGOs may be the best means of developing and delivering a program, or supporting a national program, at the local level.

FACILITATING COMMUNICATION

NGOs often have a specialty in effectively communicating program messaging to their target audiences. This communication can be upwards (towards government), downwards (towards people), and/or horizontal (towards other NGOs).

PROVIDING MATERIALS/RESOURCES ETC.

There is an abundance of resources available through NGOS nationally and provincially on a variety of road safety issues, with plenty of opportunity for sharing.

KNOWLEDGE SHARING/TRAINING

Training institutions and NGOs can develop a technical assistance and training capacity and use this to assist all levels of government.

COLLECTION OF DATA, RESEARCH, MONITORING AND EVALUATION

NGOs may have different focuses and approaches when it comes to data collection, research, monitoring and evaluation. This diversity can provide additional insight and perspectives that enhances existing knowledge and approaches.

ADVOCACY

In some cases, NGOs become spokespersons on behalf of a specific group of road users and influence government policies and programs on their behalf. This may be done through a variety of means including demonstration and pilot projects, participation in public forums, the formulation of government policy and plans, and publicizing research results and case studies.

FUNDING

In many cases road safety programs are developed and implemented through many businesses, as part of their Corporate Social Responsibility Program (CSR). In other cases, the funding of road safety initiatives is an investment that will benefit their financial position, as is the case for Auto Insurance companies.

5.3 Environmental Scan

A high-level internet scan was conducted in 2021 to amalgamate a list of NGOs that may be useful partners for a Vision Zero and Safe System undertaking. The scan found:

- Over 44 NGOs related to road safety across Canada and internationally.
- 15 were found to reference Vision Zero or Safe System Approach on their website.
- 5 of them had representatives speak about their organizations during a panel discussion at the 2021 TAC Conference.

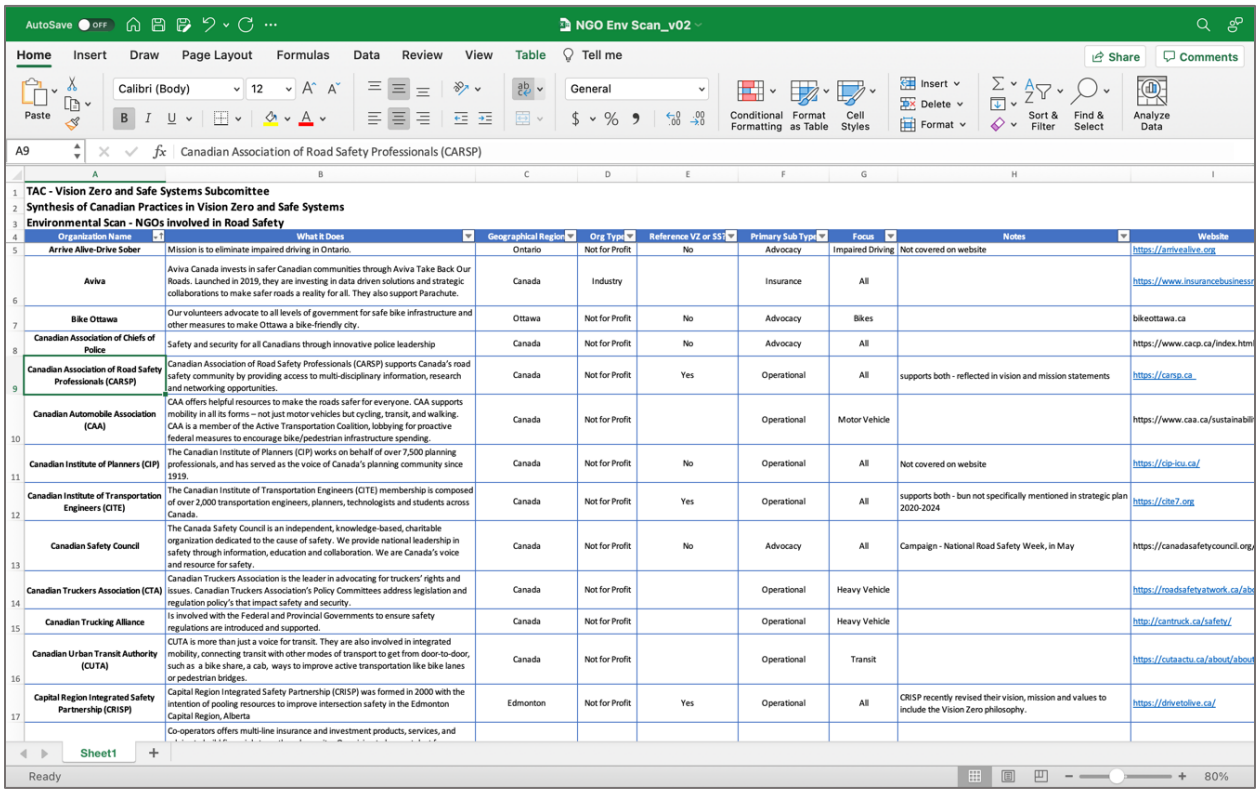
The NGOs fell into the following broad categories:

- National organizations such as CCMTA (Canadian Council for Motor Transport Administrators), TIRF (Traffic Injury Research Foundation) and Parachute.
- Industry associations such as CITE (Canadian Institute of Transportation Engineers) and CIP (Canadian Institute of Planners).
- Charities such as MADD (Mothers Against Drunk Drivers) and Arrive Alive – Drive Sober.
- International, such as the Vision Zero Network (USA), and Global Alliance of NGOs for Road Safety.
- Insurance and other for-profit industry sector, such as alcoholic beverage companies.

It is recognized that given the breadth of industries and impermanent nature of internet websites, information is changing on an ongoing basis, or not changing as quickly as the NGO culture. Agencies wishing to utilize this list to support their Vision Zero and Safe System Approach initiatives, will need to conduct their own customized search for updated information. The environmental scan provides a starting point for these agencies to seed their own undertakings.

5.4 NGO Database

A database of the NGOs sourced in the environmental scan was completed for this project. A screenshot is included in Figure 5-2. The entire database is included in Appendix C.



TAC - Vision Zero and Safe Systems Subcomittee
Synthesis of Canadian Practices in Vision Zero and Safe Systems
Environmental Scan - NGOs involved in Road Safety

Organization Name	What It Does	Geographical Region	Org Type	Reference VZ or SS?	Primary Sub Type	Focus	Notes	Website
Arrive Alive-Drive Sober	Mission is to eliminate impaired driving in Ontario.	Ontario	Not for Profit	No	Advocacy	Impaired Driving	Not covered on website	https://arrivealive.org
Aviva	Aviva Canada invests in safer Canadian communities through Aviva Take Back Our Roads. Launched in 2019, they are investing in data driven solutions and strategic collaborations to make safer roads a reality for all. They also support Parachute.	Canada	Industry		Insurance	All		https://www.insurancebusinessr
Bike Ottawa	Our volunteers advocate to all levels of government for safe bike infrastructure and other measures to make Ottawa a bike-friendly city.	Ottawa	Not for Profit	No	Advocacy	Bikes		bikeottawa.ca
Canadian Association of Chiefs of Police	Safety and security for all Canadians through innovative police leadership	Canada	Not for Profit	No	Advocacy	All		https://www.cacp.ca/index.html
Canadian Association of Road Safety Professionals (CARSP)	Canadian Association of Road Safety Professionals (CARSP) supports Canada's road safety community by providing access to multi-disciplinary information, research and networking opportunities.	Canada	Not for Profit	Yes	Operational	All	supports both - reflected in vision and mission statements	https://carsp.ca
Canadian Automobile Association (CAA)	CAA offers helpful resources to make the roads safer for everyone. CAA supports mobility in all its forms – not just motor vehicles but cycling, transit, and walking. CAA is a member of the Active Transportation Coalition, lobbying for proactive federal measures to encourage bike/pedestrian infrastructure spending.	Canada	Not for Profit		Operational	Motor Vehicle		https://www.caa.ca/sustainabili
Canadian Institute of Planners (CIP)	The Canadian Institute of Planners (CIP) works on behalf of over 7,500 planning professionals, and has served as the voice of Canada's planning community since 1919.	Canada	Not for Profit	No	Operational	All	Not covered on website	https://cip-icu.ca/
Canadian Institute of Transportation Engineers (CITE)	The Canadian Institute of Transportation Engineers (CITE) membership is composed of over 2,000 transportation engineers, planners, technologists and students across Canada.	Canada	Not for Profit	Yes	Operational	All	supports both - bun not specifically mentioned in strategic plan 2020-2024	https://cite7.org
Canadian Safety Council	The Canada Safety Council is an independent, knowledge-based, charitable organization dedicated to the cause of safety. We provide national leadership in safety through information, education and collaboration. We are Canada's voice and resource for safety.	Canada	Not for Profit	No	Advocacy	All	Campaign - National Road Safety Week, in May	https://canadasafetycouncil.org/
Canadian Truckers Association (CTA)	Canadian Truckers Association is the leader in advocating for truckers' rights and issues. Canadian Truckers Association's Policy Committees address legislation and regulation policy's that impact safety and security.	Canada	Not for Profit		Operational	Heavy Vehicle		https://roadsafetyatwork.ca/abo
Canadian Trucking Alliance	Is involved with the Federal and Provincial Governments to ensure safety regulations are introduced and supported.	Canada	Not for Profit		Operational	Heavy Vehicle		http://cantruck.ca/safety/
Canadian Urban Transit Authority (CUTA)	CUTA is more than just a voice for transit. They are also involved in integrated mobility, connecting transit with other modes of transport to get from door-to-door, such as a bike share, a cab, ways to improve active transportation like bike lanes or pedestrian bridges.	Canada	Not for Profit		Operational	Transit		https://cutaactu.ca/about/about
Capital Region Integrated Safety Partnership (CRISP)	Capital Region Integrated Safety Partnership (CRISP) was formed in 2000 with the intention of pooling resources to improve intersection safety in the Edmonton Capital Region, Alberta	Edmonton	Not for Profit	Yes	Operational	All	CRISP recently revised their vision, mission and values to include the Vision Zero philosophy.	https://drivetolive.ca/
	Co-operators offers multi-line insurance and investment products, services, and							

Figure 5-2: Screenshot of Environmental Scan of NGOs

The database contains the following information for each NGO:

- Organization Name
- What it Does
- Geographical Region
- Organization Type (Not for Profit, Industry)
- Do they reference Vision Zero or the Safe System Approach on their website? (Y/N)
- Primary subtype (Advocacy, Operational, Insurance Company, Beverage Company)
- Focus (Motor Vehicle, Heavy Vehicle, Transit, Active Modes, Motorcycles, Impaired Driving, etc.)
- Notes
- Website hyperlink

The user may filter and sort the spreadsheet for easy reference, based upon their own interest/needs.

Project time and resources did not allow for individual interviews of NGOs. A high-level review of each NGO's website was undertaken to determine their adoption of Vision Zero or Safe System principles.

5.5 Trends

- Most of the NGOs sourced in the scan were Canadian based (36), followed by International (7) and USA (2). Others were sorted by province or city.
- 39 were cited as being Not for Profit and 5 as Industry.
- 15 were found to reference Vision Zero or Safe System Approach on their website.
- 16 were identified to be Advocacy NGOs and 24 identified to be Operational (the remaining are insurance and beverage)

A summary of the trends is illustrated in Figure 5-3. Generally, the NGOs that referenced Vision Zero or Safe System Approach have an overall road safety focus. All but one is considered a Not for Profit; and most were defined as being Operational vs. Advocacy. Desjardins Insurance was the only Industry NGO that cited Vision Zero on its website.

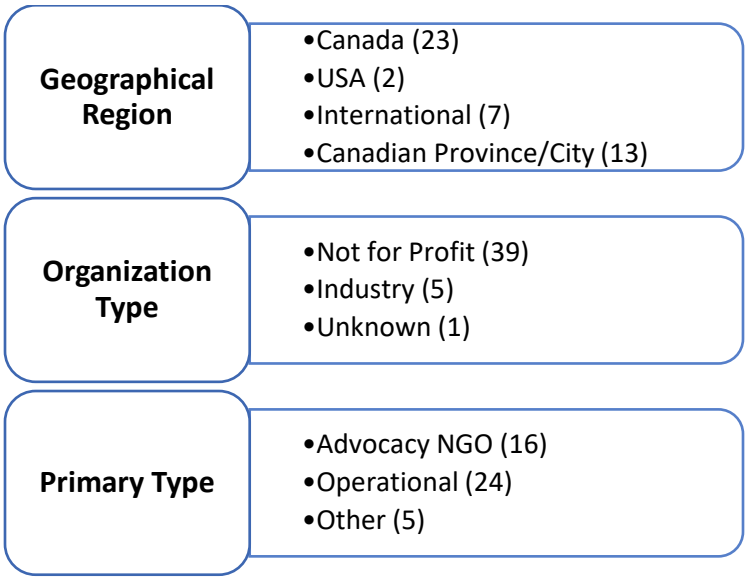


Figure 5-3: Summary of NGO Environment Scan Trends

5.6 Gaps

There are many NGOs within Canada and Internationally that have aligned themselves with Vision Zero and Safe System principles and provide useful information and resources on their websites. Several, like Parachute, CCMTA, CARSP, TIRF, and CITE actively work to encourage knowledge exchange within the industry in Canada.

At the TAC Fall Conference in 2021, these aforementioned NGOs provided an overview of their organization, their involvement in Vision Zero and Safe System and the resources they have made available for use in jurisdictions. This was followed by a general discussion about where the gaps might be, which are summarized as follows:

- There seem to be three barriers which need to be managed – capacity, workload, and time.
- Urban and rural differences – programs need to be tailored to operational context/conditions.
- A significant paradigm shift is required for transportation staff.
- Sharing information is essential – not only collision data, etc., but also program effectiveness, lessons learned, etc.
- Political will – ensuring elected officials are aware of the benefits and positive impacts of community safety programs.
- There is a need for ongoing communication between NGOs and governments.
- Greater need for cross-sector collaboration.

5.7 Case Study

The City of Ottawa recently released their third iteration Road Safety Action Plan, which utilizes Vision Zero and Safe System principles. Over the course of several decades, NGOs have played a key role in supporting the RSAP efforts and are considered to be partners in the Safer Roads Ottawa (SRO) program. Over 30 partners (including several NGOs) are noted in the SRO program and had the opportunity to participate as stakeholders on the SRO advisory committee that meets quarterly. NGOs have supported SRO and were supported with funding on specific projects, for example:

- Ottawa Safety Council – Delivering curriculum-based road safety training to school aged kids in elementary schools.
- Envirocentre – Distributing reflective arm bands during “Be Safe Be Seen” campaigns targeting dark condition collisions in the Fall.
- Ottawa Council on Aging – facilitating feedback and consultation with older pedestrians in Ottawa.
- MADD Ottawa – Collaborating on awareness campaigns focusing on impaired driving, including communication tools (radio, internet, etc.).

6. RECOMMENDATIONS

To address the trends and gaps identified in Sections 4, 5 and 6, several recommendations are presented.

It is the consensus of the Vision Zero/Safe System Subcommittee that the Road Safety Committee give consideration to further exploring the following Recommendations, and that appropriate guidance and reference materials/examples, etc. be created to assist government agencies in better Vision Zero/Safe System adoption, implementation, and plan/policy/activity development and performance measurement.

Recommendation 1: Raise Vision Zero/Safe System Awareness Among Government Agencies

Based upon analysis of the survey findings, there is a strong and urgent need to create more awareness on a national scale of the benefits of vision zero or safety systems plans.

- This could be accomplished by establishing and promoting a marketing-style campaign to raise agency awareness.
- A “How To” guide could also be developed and shared with agencies for them to follow and used to seek political support.

Recommendation 2: Provide Guidance on Vision Zero/Safe System Target Setting, Performance Measures and Processes

Although many agencies declare having a formal documented Vision Zero or road safety plan, it seems unclear why these do not have set targets and a formal monitoring or evaluation process. The survey results seem to point toward that their plans are more an amalgamation of what they currently do. It may be that few have dedicated resources (human and financial) implicated in the planning process.

- There is an expressed need from a big picture perspective (and possibly a demand among road safety professional, at the sub-discipline level) to articulate what steps should be followed for an agency to prepare and institute a planning process – whether it be annually or on a 3 year/5 year/etc. cycle.
- As well, it appears as though there is a complementary gap in agencies as to what a “proper business case” needs to look like (and entail) for presentation to the political level and potential stakeholders.
- Accordingly, templates for possible Vision Zero/Safe System Process Flowcharts and Vision Zero/Safe System Business Cases could be developed for use by government agencies.
- As a means to ideally lay the quantitative foundation and provide on-going performance evaluation for Vision Zero/Safe System initiatives, it is also suggested that more senior levels of government consider ways to facilitate access to collision data, and basic metrics, to more junior levels of government.

Recommendation3: Promote Different Vision Zero/Safe System Governance Models and Delivery Mechanisms

Most agencies seem to rely a lot on their Traffic Engineering services/operations/branches to take the lead role in Vision Zero/Road Safety Plan delivery. This may not necessarily be the best delivery mechanism in all cases. This is apparent with the top ranked measures declared, especially in the area of safe vehicles and post collision care.

- There is a need to show how different leadership structures and governance models may be arranged to achieve best results (i.e., tailored to any given agency's basic organization structure).
- Accordingly, sample/example Leadership Structures and Governance Models could be created for use by government agencies.

Recommendation 4: Promotion for increased Engagement of NGOs in Vision Zero/Safe System Information Exchange

NGOs have been advocating for road safety for years, and have a wealth of knowledge, expertise, and resources that will support Vision Zero and Safe Systems programming. However, many agencies have not engaged with NGOs in the development or the implementation of their Vision Zero/Safe System Plan. There is a need to promote the importance and benefits of engaging NGOs and guide agencies on how to identify and reach out to local NGOs. This could be done by providing opportunities for jurisdictions, who have successfully worked with NGOs, to share their learning's as they move through the Vision Zero and Safe System process.

APPENDIX A: ENVIRONMENTAL SCAN OF GOVERNMENT ORGANIZATIONS

PROVINCIAL/TERRITORIAL ORGANIZATIONS (see legend on last page of table)

ORGANIZATION NAME	ORG TYPE	STATUS W.R.T. VZ/SS (YEAR)	NAME OF PLAN / WEBSITE LINK	COMMENTS
British Columbia	P/T	D (2013)	Road Safety Strategy 2015 and Beyond https://www2.gov.bc.ca/assets/gov/driving-and-transportation/driving/roadsafetybc/strategy/road-safety-strategy.pdf	To 2020 Aligns with RSS 2025. Supports VZ SS approaches
Alberta	P/T	H (2017)	Not found	Has not been approved at the Ministerial level
Manitoba	P/T	H (2017)	Road to Zero: Manitoba Road Safety Plan 2017-2020 https://www.mpi.mb.ca/documents/Road-To-Zero.PDF	To 2020 Aligns with RSS 2025. Supports VZ SS approaches
Québec	P/T	2019	Transporting Québec towards Modernity: https://www.transports.gouv.qc.ca/en/Documents/road-safety-intervention-framework.pdf Document states: Under this policy, the MTMDET will define its own road safety intervention strategy based on the Vision Zero in order to respond to the issue represented by deaths and serious injuries on Québec's roads. This new vision will allow road safety to be more easily integrated in various public plans, reinforcing the role that this concern should play in fields such as the environment, land-use planning, health and, primarily, transportation.	

ORGANIZATION NAME	ORG TYPE	STATUS W.R.T. VZ/SS (YEAR)	NAME OF PLAN / WEBSITE LINK	COMMENTS
			Indicator: Intervention strategy Target 1: Development of the strategy by 2019 Target 2: Launch and communication of the strategy by 2020	
Saskatchewan	P/T	2019-20 2020-21	Saskatchewan Ministry of Highways and Infrastructure Plan for 2019-2020 Key action: deliver the road safety strategy to reduce fatalities and injuries from collisions (page 5). Saskatchewan Ministry of Highways and Infrastructure Plan for 2020-21 Key action deliver the road safety strategy to reduce fatalities and injuries from collisions (page 5).	Documents note a road safety strategy but couldn't locate the strategy itself.
Newfoundland	P/T		Department of Transportation and Infrastructure Strategic Plan 2020-2023 https://www.gov.nl.ca/ti/files/TIStrategicPlan2020-2023.pdf	Not a road safety plan per se.
New Brunswick	P/T		1) Being a Leader with ITS: The New Brunswick Intelligent Transportation Systems (ITS) Strategic Plan https://www2.gnb.ca/content/dam/gnb/Departments/trans/pdf/ITS/ITS2008-2018E.pdf	1) Not a road strategy plan but does note some strategic planning related to improved road safety

ORGANIZATION NAME	ORG TYPE	STATUS W.R.T. VZ/SS (YEAR)	NAME OF PLAN / WEBSITE LINK	COMMENTS
			2) A framework for the prevention of unintentional injury in New Brunswick mentions road safety and alignment with RSS 2025	
Nova Scotia	P/T		Five year Highway improvement plan https://novascotia.ca/tran/highways/hwyconstruction.asp	Site search produced zero hits for “safe system” or “vision zero”
Northwest Territories	P/T		NWT Road Safety Plan https://www.inf.gov.nt.ca/sites/inf/files/resources/nwt_road_safety_plan_final.pdf	

MUNICIPAL ORGANIZATIONS

ORGANIZATION NAME	ORG TYPE	MUNICI-PALITY SIZE/TYPE	STATUS W.R.T. VZ/SS (YEAR)	NAME OF PLAN / WEBSITE LINK	COMMENTS
Ontario					
City of Toronto	M	LU	E (2017)	2017-2021 Toronto's Road Safety Plan https://www.toronto.ca/wp-content/uploads/2017/11/990f-2017-Vision-Zero-Road-Safety-Plan_June1.pdf	
City of Ottawa	M	LU		Road Safety Action Plan – 2020 https://ottawa.ca/en/parking-roads-and-travel/road-safety/road-safety-action-plan	
City of London	M	LU	A (2017)	City of London Road Safety Strategy https://london.ca/living-london/roads-sidewalks-transportation/road-safety	
City of Kingston	M	LU	D (2019)	Vision zero safety plan – 2019 https://www.cityofkingston.ca/documents/10180/21135124/Projects_VisionZero_RoadSafetyReport.pdf/f8eda454-bf17-4e14-a61b-2cb6afdcdea2	
City of Hamilton	M	LU	D (2019)	2019-2025 Action Plan https://www.hamilton.ca/sites/default/files/media/browser/2019-04-26/2019-vision-zero-council-report.pdf	

ORGANIZATION NAME	ORG TYPE	MUNICI-PALITY SIZE/TYPE	STATUS W.R.T. VZ/SS (YEAR)	NAME OF PLAN / WEBSITE LINK	COMMENTS
City of Brantford	M	MR	A (2018)	https://www.brantford.ca/en/transportation/vision-zero-brantford.aspx	Road safety plan expected in Q2, 2021.
City of Sudbury	M	MR		Traffic Safety Plan – 2017 https://www.greatersudbury.ca/live/transportation-parking-and-roads/road-maintenance/pdf-documents/traffic-safety-plan-sept-2017/	
Regional Municipality of Niagara	M	LU	I	Two tier Municipality adopted VZ recently, in process to develop road safety plan	Implemented TMP and Complete Streets that call for VZ and Safe System Approach
Region of Durham	M	LU	D	https://www.durham.ca/en/living-here/resources/Durham-Vision-Zero-Report.pdf	
Region of Niagara	M	LU	(2019)	https://pub-niagararegion.escribemeetings.com/filestream.ashx?DocumentId=6838	
Region of Peel	M	LU	D (2018)	https://www.peelregion.ca/pw/transportation/residents/vision-zero.asp	
Quebec					
City of Montreal	M	LU	D (2019)	Vision Zero https://ville.montreal.qc.ca/visionzero/en/	

ORGANIZATION NAME	ORG TYPE	MUNICI-PALITY SIZE/TYPE	STATUS W.R.T. VZ/SS (YEAR)	NAME OF PLAN / WEBSITE LINK	COMMENTS
Trois-Rivieres	M	LU	A (2018)	Vision Zero Plan https://www.v3r.net/a-propos-de-la-ville/planification/vision-strategique	Plan expected in 2020
British Columbia					
City of Vancouver	M	LU	D (2016)	Moving towards zero https://vancouver.ca/streets-transportation/transportation-safety.aspx	
City of Surrey	M	LU	D (2019)	Vision Zero Safe Mobility Plan (2019-2023) https://www.surrey.ca/sites/default/files/media/documents/VisionZeroPlan.pdf	
City of Kamloops	M	MR	I (2022)	Vision Zero: Kamloops Road Safety Strategy https://letstalk.kamloops.ca/visionzero#:~:text=Vision%20Zero%20is%20a%20multi,serious%20injuries%20on%20the%20road.	Road Safety Strategy under development
City of Vernon	M	MU	A	https://www.vernon.ca/sites/default/files/docs/bylaws/OCP/11transportation.pdf	Traffic Safety Strategy under development
City of Chilliwack	M	L U/R	D (2005)	https://www.chilliwack.com/main/page.cfm?id=859	Safer City is a joint program betw een the City of Chilliwack, The Chilliwack R.C.

ORGANIZATION NAME	ORG TYPE	MUNICI-PALITY SIZE/TYPE	STATUS W.R.T. VZ/SS (YEAR)	NAME OF PLAN / WEBSITE LINK	COMMENTS
					M.P. and ICBC, aimed at improving road safety for all users.
Alberta					
City of Calgary	M	LU	D (2019)	Safer Mobility Plan – 2019 https://www.calgary.ca/transportation/roads/traffic/traffic-safety-programs/traffic-safety-programs.html#:~:text=The%20Calgary%20safer%20mobility%20plan,major%20injury%20and%20fatality%20collisions.	
City of Edmonton	M	LU	E (2021)	Safe Mobility Strategy (2021-2025) https://www.edmonton.ca/transportation/traffic_safety/safe-mobility-strategy.aspx	
City of St Albert	M	MU	D (2018)	St Albert Transportation Safety Plan (2018-2025) https://stalbert.ca/site/assets/files/7510/cosa-transportation-safety-plan.pdf	
City of Fort Saskatchewan	M	MR	D (2019)	Protective Services Traffic Safety Plan (2019-2022) https://www.fortsask.ca/en/living-here/resources/Documents/Traffic-Safety-Plan.pdf	
Strathcona County	M	MU	D (2020)	Traffic Safety Strategic Plan – 2020	

ORGANIZATION NAME	ORG TYPE	MUNICI-PALITY SIZE/TYPE	STATUS W.R.T. VZ/SS (YEAR)	NAME OF PLAN / WEBSITE LINK	COMMENTS
				https://www.strathcona.ca/files/files/at-tas-trafficsafetystrategicplan2020.pdf	
City of Lethbridge	M	MR	D (2020)	City of Lethbridge Transportation Safety Plan https://getinvolvedlethbridge.ca/transportation-safety-plan	Targeting Zero KSI by 2040
Town of Devon	M	SU	D (2022)	https://www.devon.ca/Portals/0/Documents/Plans-Reports/2022-01-27-Traffic-Safety-Plan%20-2022-2024_v1.pdf	
Manitoba					
City of Winnipeg	M	LU	I (2022)	Winnipeg Road Safety Strategic Action Plan https://engage.winnipeg.ca/roadsafetyplan#:~:text=The%20Winnipeg%20Road%20Safety%20Strategic,and%20death%20on%20our%20roads.	In progress
Saskatchewan					
City of Saskatoon	M	LU	A (2018)	Traffic safety action plan – 2014 https://www.saskatoon.ca/moving-around/driving-roadways/safe-driving/traffic-safety-action-plan	
Nova Scotia					
City of Halifax	M	LU	D (2018)	Strategic Road Safety Framework (2018-2023), https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/200901rci13.pdf#:~:text=The%20Strategic%20Road%20Safety	

ORGANIZATION NAME	ORG TYPE	MUNICI-PALITY SIZE/TYPE	STATUS W.R.T. VZ/SS (YEAR)	NAME OF PLAN / WEBSITE LINK	COMMENTS
				%20Framework%20(Framework)%2C%20adopted%20by%20Regional, within%20the%20Halifax%20Regional%20Municipality.	
Territories					
City of Iqaluit	M	SR		Traffic safety bylaw – June 2020 https://www.iqaluit.ca/news/new-traffic-safety-law-no-894-repealed-no-319-and-799	

LEGEND

Organization Type:

F = Federal | M = Municipal | R = Regional | P/T = Provincial/Territorial | O = Other

For Municipalities: Municipality Size/Type:

SR = Small, Rural | SU = Small, Urban | MR = Medium, Rural | MU = Medium, Urban | LU = Large, Urban

Small = <20,000; Medium = 20,000-100,000; Large = > 100,000

Urban/Rural =

- Large municipalities are all urban
- Medium and small size municipalities located within 10 km of a large municipality are also urban
- Isolated medium and small size municipalities are rural

Status (in April 2021): (based on cursory review of website/plan)

A = Adopted Policy Statement/Resolution in support of Vision Zero | D = Have Developed Plan | I = Have started Implementing Plan | E = Have Evaluated/Reported Back | On-hold

Comments:

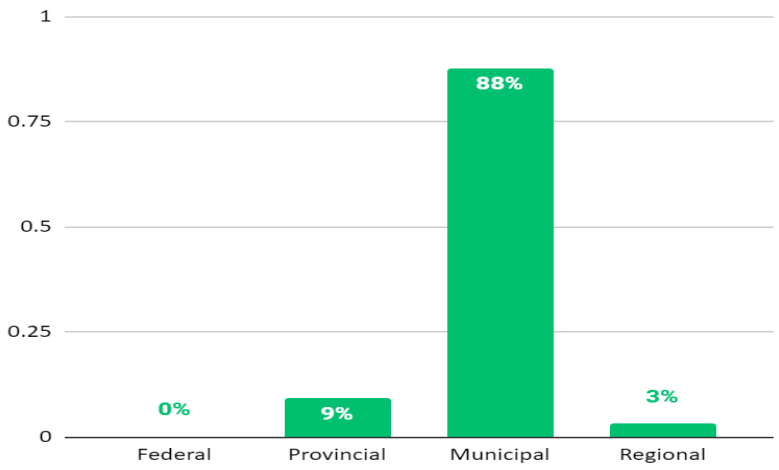
Relevant/useful information regarding the plan or coverage of principles

APPENDIX B: GOVERNMENT SURVEY RESULTS

Question 1

Please identify the type of organization you represent

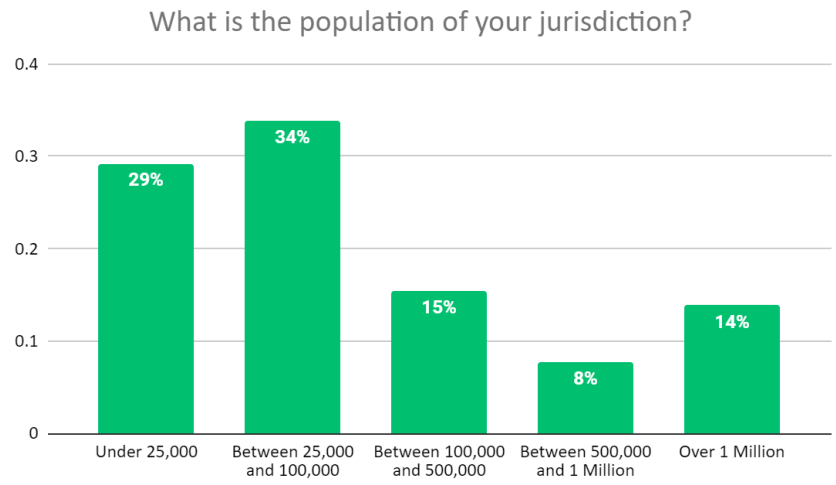
Answer Choices	Responses	
Federal	0%	0
Provincial	9%	6
Municipal	88%	57
Regional	3%	2
Other (please specify)	0%	0
	Answered	**65**
	Skipped	**0**



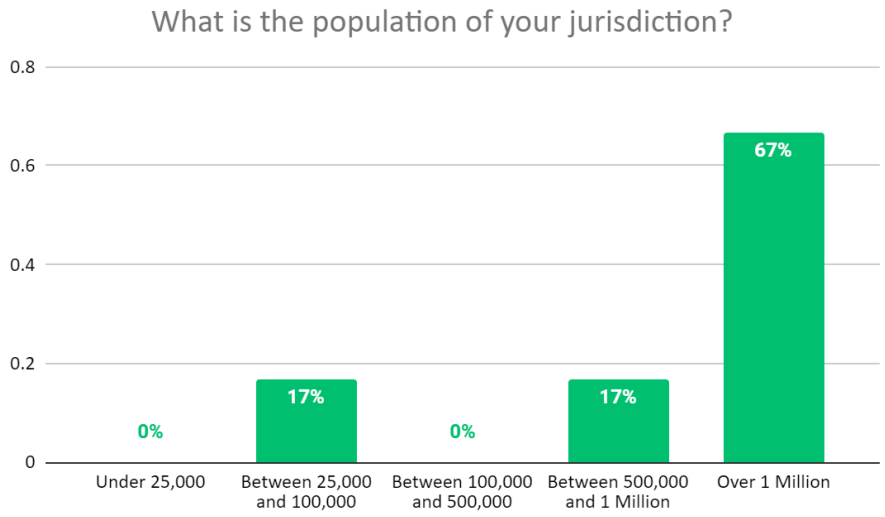
Question 2

What is the population of your jurisdiction?

Aggregate Responses		
Answer Choices	Responses	
Under 25,000	29%	19
Between 25,000 and 100,000	34%	22
Between 100,000 and 500,000	15%	10
Between 500,000 and 1 Million	8%	5
Over 1 Million	14%	9
	Answered	**65**
	Skipped	**0**



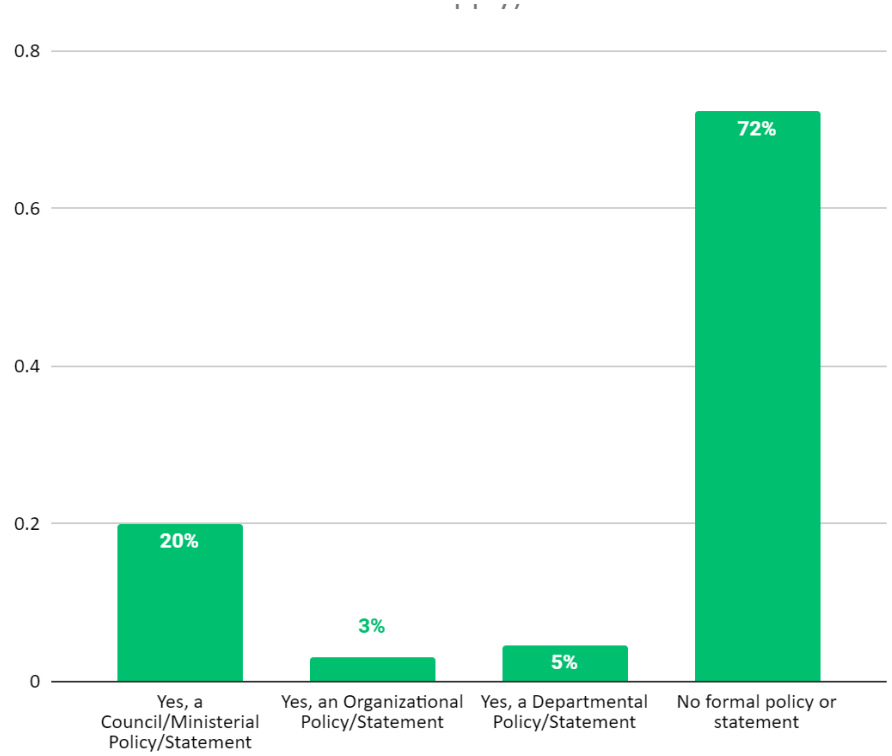
Provincial Subgroup		
Answer Choices	Responses	
Under 25,000	0%	0
Between 25,000 and 100,000	17%	1
Between 100,000 and 500,000	0%	0
Between 500,000 and 1 Million	17%	1
Over 1 Million	67%	4
	Answered	**6**
	Skipped	**0**



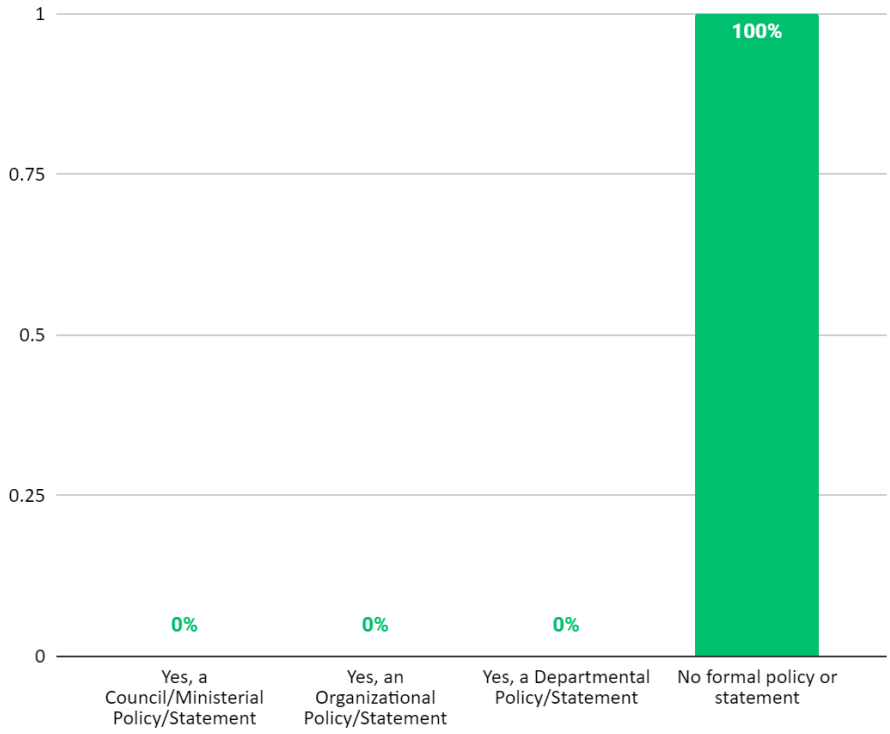
Question 3

Has your organization adopted (i.e., passed a motion or resolution for) a Vision Zero policy or statement? (Select all that apply)

Aggregate Responses		
Answer Choices	Responses	
Yes, a Council/Ministerial Policy/Statement	20%	13
Yes, an Organizational Policy/Statement	3%	2
Yes, a Departmental Policy/Statement	5%	3
No formal policy or statement	72%	47
	Answered	**65**
	Skipped	**0**



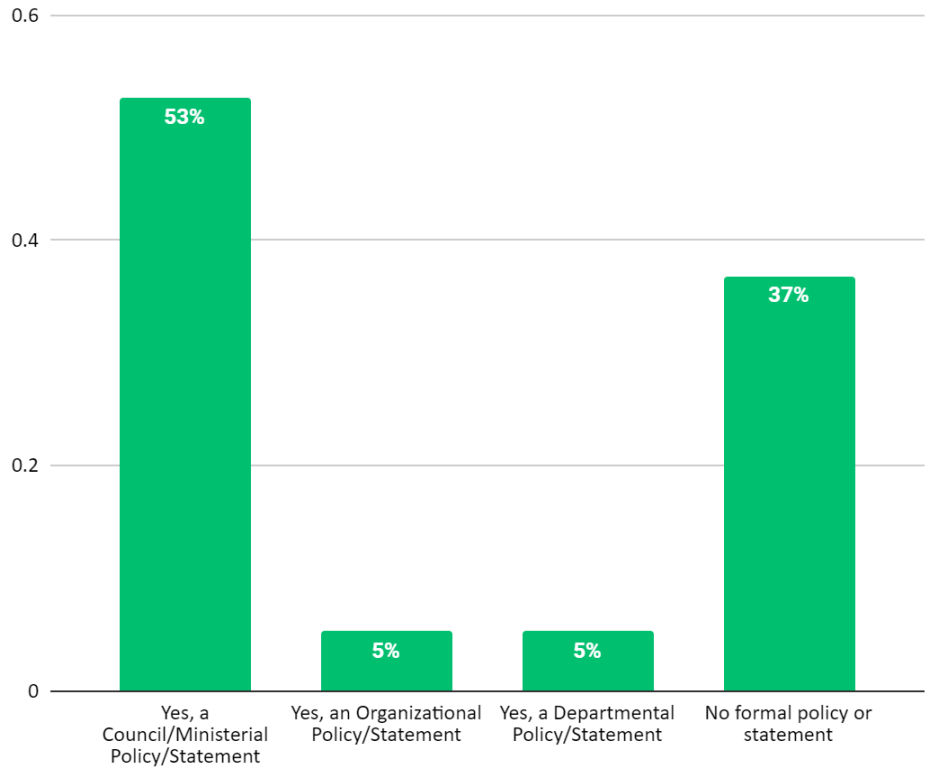
Provincial Subgroup		
Answer Choices	Responses	
Yes, a Council/Ministerial Policy/Statement	0%	0
Yes, an Organizational Policy/Statement	0%	0
Yes, a Departmental Policy/Statement	0%	0
No formal policy or statement	100%	6
	Answered	**6**
	Skipped	**0**



Question 3

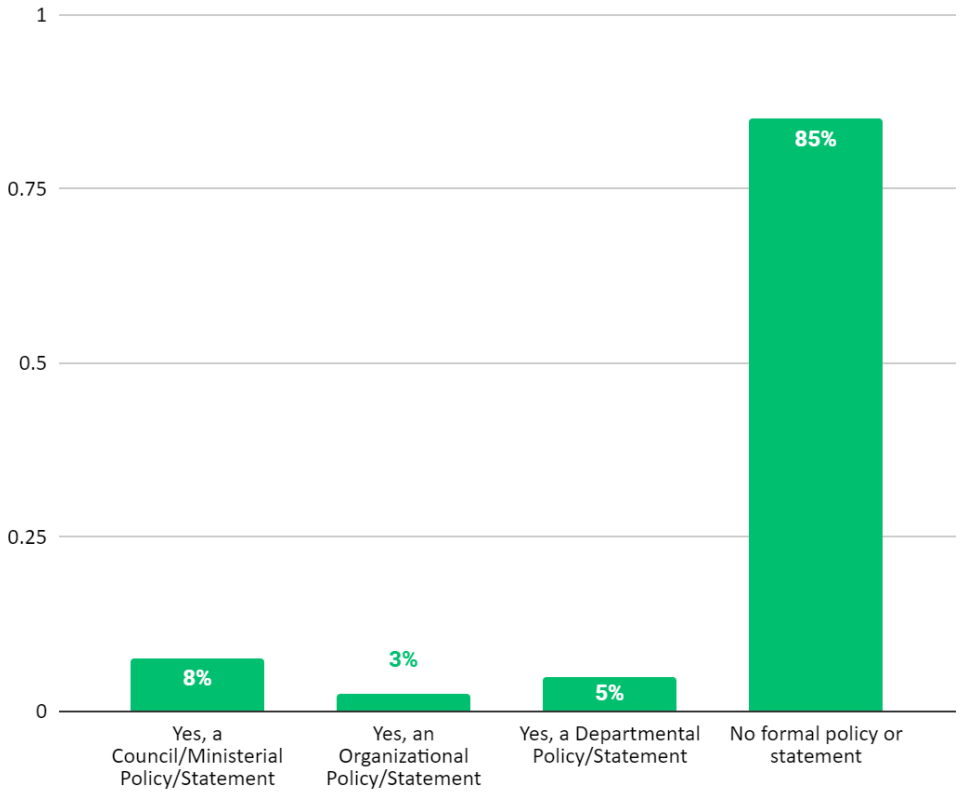
Has your organization adopted (i.e. passed a motion or resolution for) a Vision Zero policy or statement? (Select all that apply)

Municipal/Regional Over 100,000 Population		
Answer Choices	Responses	
Yes, a Council/Ministerial Policy/Statement	53%	10
Yes, an Organizational Policy/Statement	5%	1
Yes, a Departmental Policy/Statement	5%	1
No formal policy or statement	37%	7
	Answered	**19**
	Skipped	**0**



Municipal/Regional Under 100,000 Population		
Answer Choices	Responses	
Yes, a Council/Ministerial Policy/Statement	8%	3
Yes, an Organizational Policy/Statement	3%	1
Yes, a Departmental Policy/Statement	5%	2
No formal policy or statement	85%	34

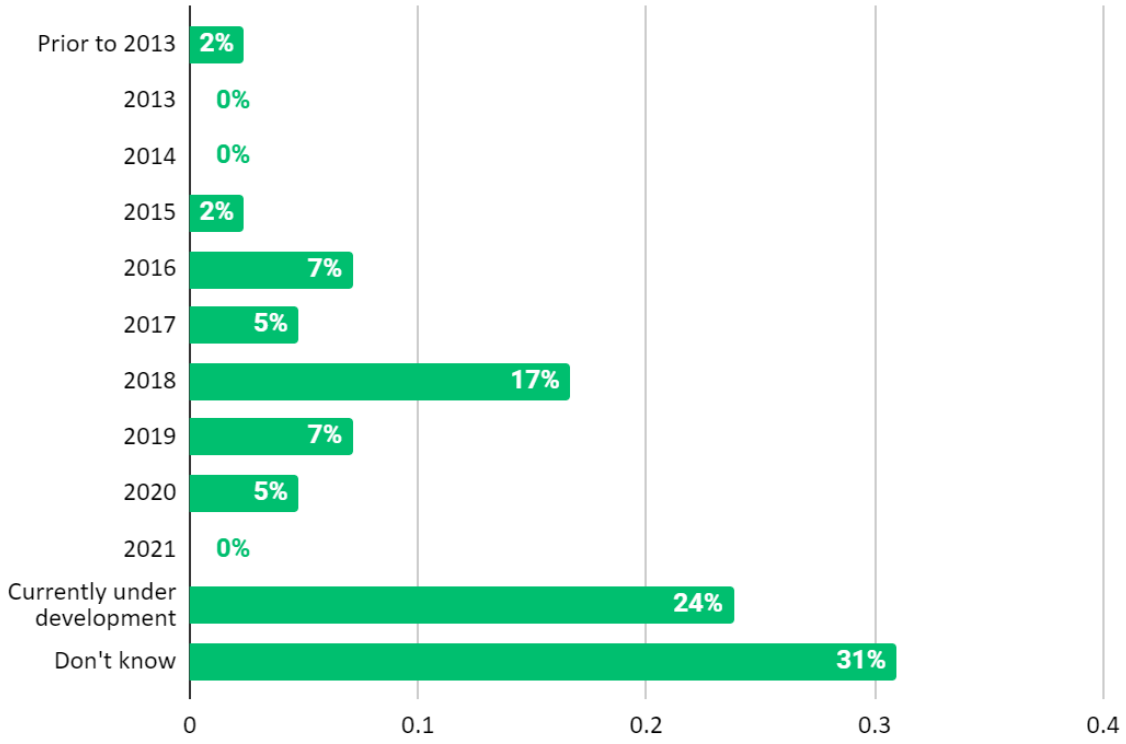
	Answered	**40**
	Skipped	**0**



Question 4

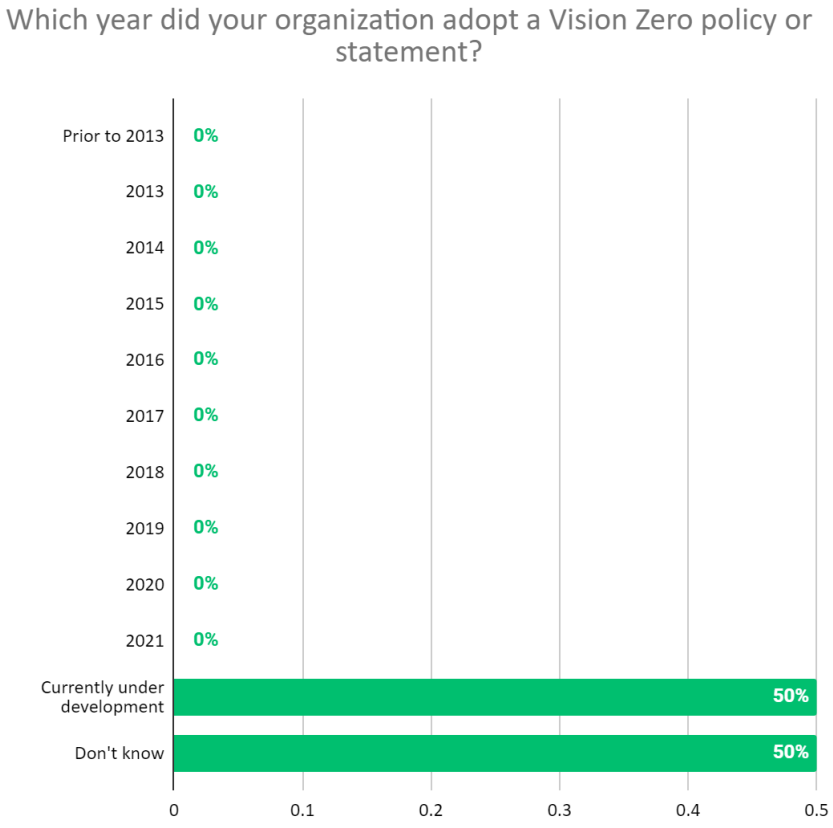
Which year did your organization adopt a Vision Zero policy or statement?

Aggregate Responses		
Prior to 2013	2%	1
2013	0%	0
2014	0%	0
2015	2%	1
2016	7%	3
2017	5%	2
2018	17%	7
2019	7%	3
2020	5%	2
2021	0%	0
Currently under development	24%	10
Don't know	31%	13
	Answered	**42**
	Skipped	**23**



Provincial Subgroup		
Prior to 2013	0%	0
2013	0%	0
2014	0%	0
2015	0%	0
2016	0%	0
2017	0%	0
2018	0%	0
2019	0%	0

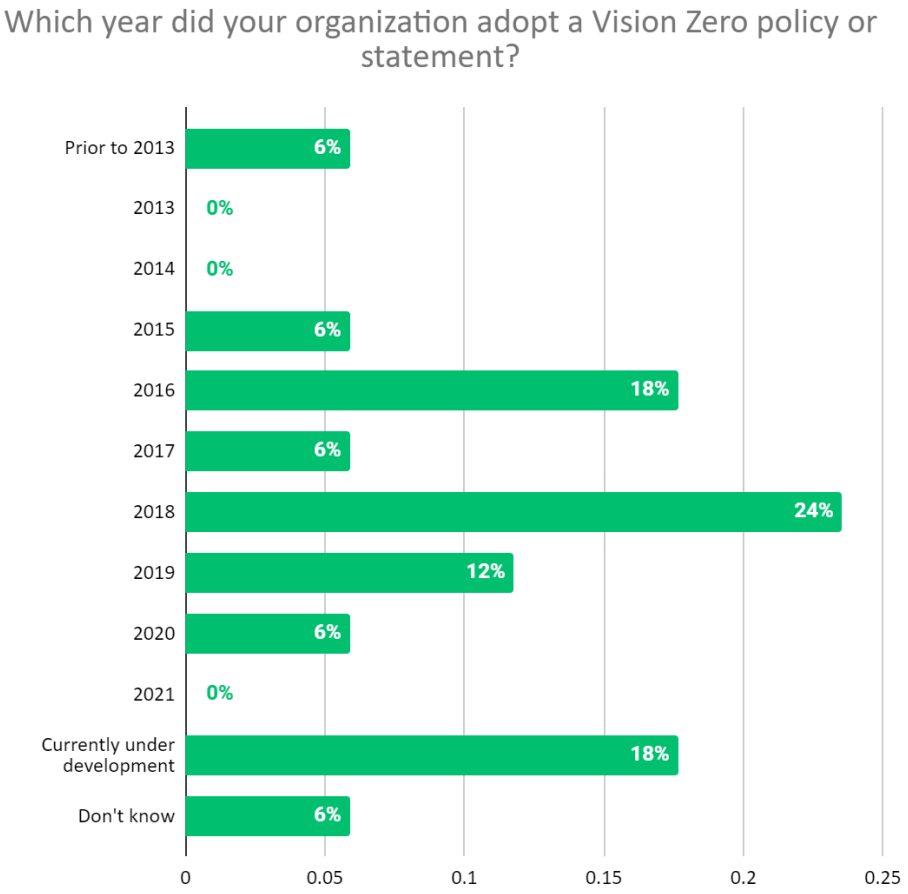
2020	0%	0
2021	0%	0
Currently under development	50%	2
Don't know	50%	2
	Answered	**4**
	Skipped	**2**



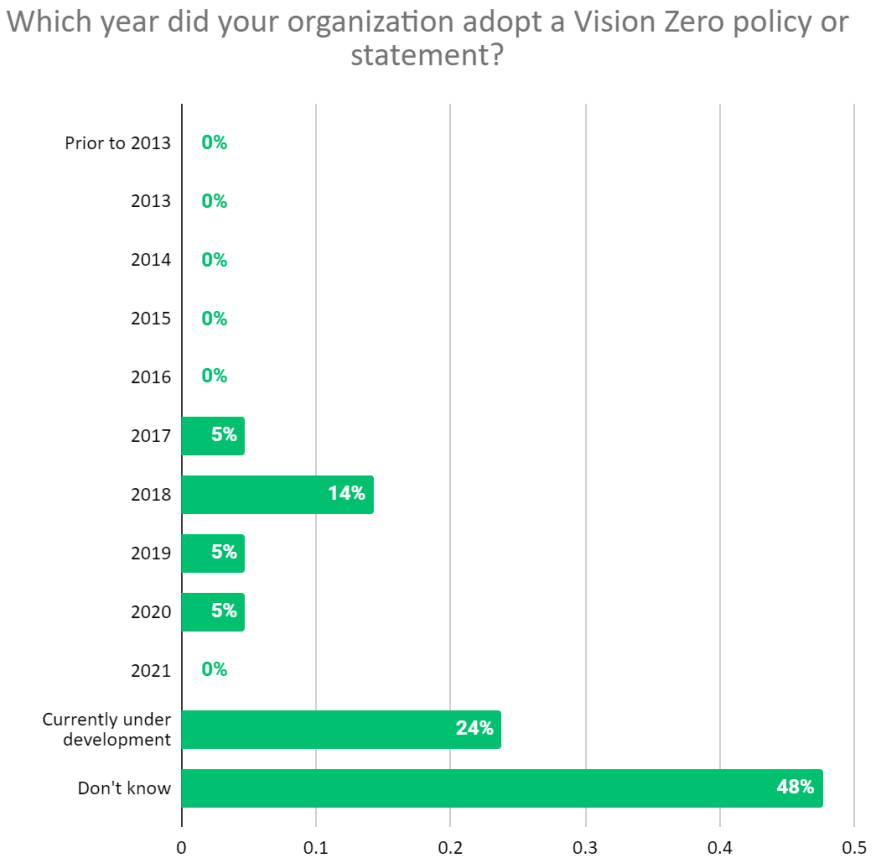
Question 4

Which year did your organization adopt a Vision Zero policy or statement?

Municipal/Regional Over 100,000 Population		
Prior to 2013	6%	1
2013	0%	0
2014	0%	0
2015	6%	1
2016	18%	3
2017	6%	1
2018	24%	4
2019	12%	2
2020	6%	1
2021	0%	0
Currently under development	18%	3
Don't know	6%	1
	Answered	**17**
	Skipped	**2**


Which year did your organization adopt a Vision Zero policy or statement?
Prior to 2013
6%
2013
0%
2014
0%
2015
6%
2016
18%
2017
6%
2018
24%
2019
12%
2020
6%
2021
0%
Currently under development
18%
Don't know
6%
0
0.05
0.1
0.15
0.2
0.25

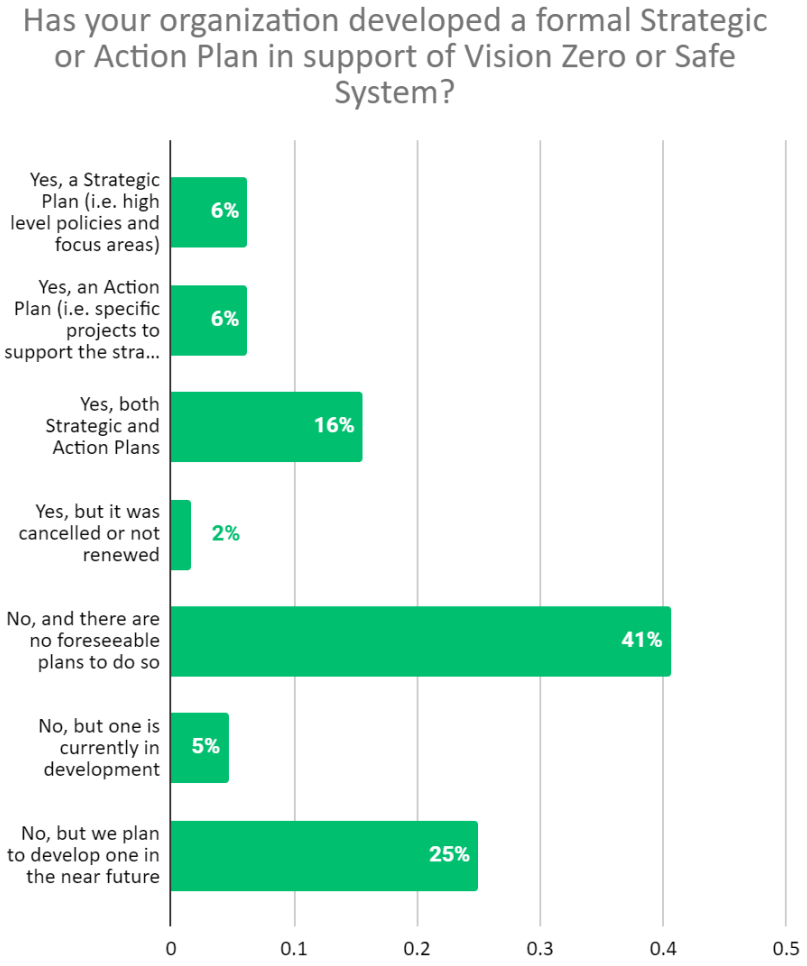
Municipal/Regional Under 100,000 Population		
Prior to 2013	0%	0
2013	0%	0
2014	0%	0
2015	0%	0
2016	0%	0
2017	5%	1
2018	14%	3
2019	5%	1
2020	5%	1
2021	0%	0
Currently under development	24%	5
Don't know	48%	10
	Answered	**21**
	Skipped	**19**


Which year did your organization adopt a Vision Zero policy or statement?
Prior to 2013
0%
2013
0%
2014
0%
2015
0%
2016
0%
2017
5%
2018
14%
2019
5%
2020
5%
2021
0%
Currently under development
24%
Don't know
48%
0
0.1
0.2
0.3
0.4
0.5

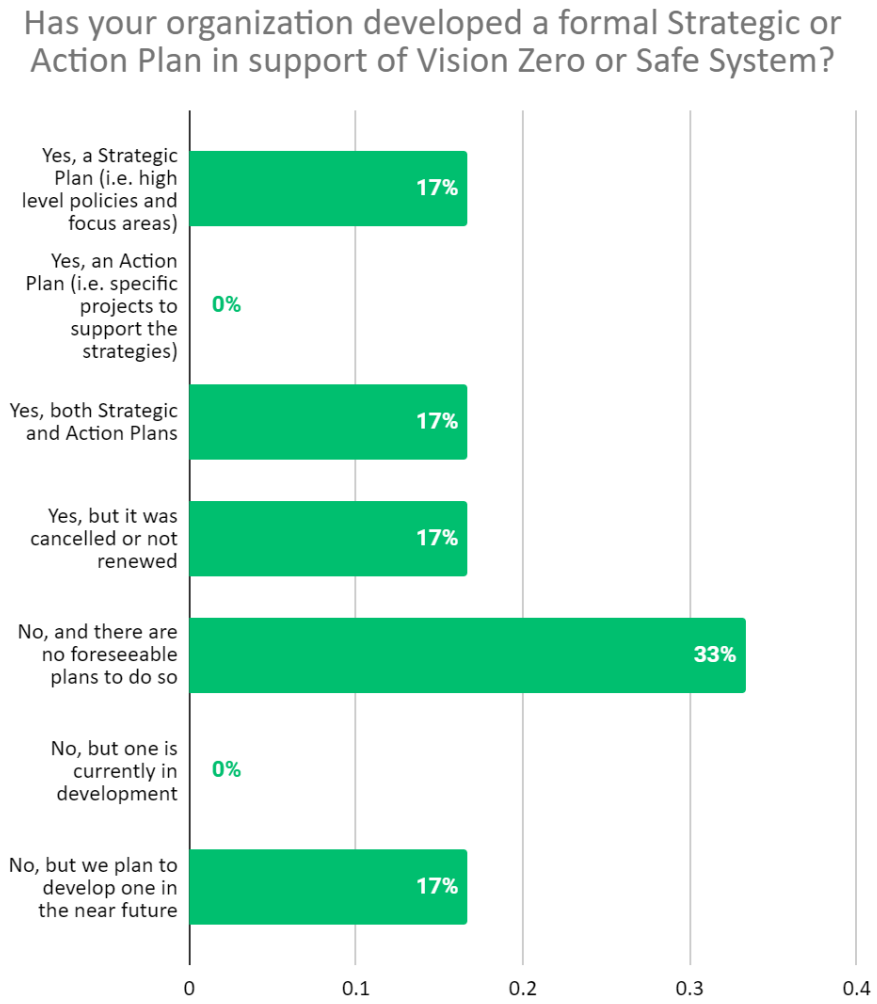
Question 5

Has your organization developed a formal Strategic or Action Plan in support of Vision Zero or Safe System?

Aggregate Responses		
Answer Choices	Responses	
Yes, a Strategic Plan (i.e. high level policies and focus areas)	6%	4
Yes, an Action Plan (i.e. specific projects to support the strategies)	6%	4
Yes, both Strategic and Action Plans	16%	10
Yes, but it was cancelled or not renewed	2%	1
No, and there are no foreseeable plans to do so	41%	26
No, but one is currently in development	5%	3
No, but we plan to develop one in the near future	25%	16
	Answered	**64**
	Skipped	**1**


Has your organization developed a formal Strategic or Action Plan in support of Vision Zero or Safe System?
Yes, a Strategic Plan (i.e. high level policies and focus areas)
6%
Yes, an Action Plan (i.e. specific projects to support the stra...
6%
Yes, both Strategic and Action Plans
16%
Yes, but it was cancelled or not renewed
2%
No, and there are no foreseeable plans to do so
41%
No, but one is currently in development
5%
No, but we plan to develop one in the near future
25%
0
0.1
0.2
0.3
0.4
0.5

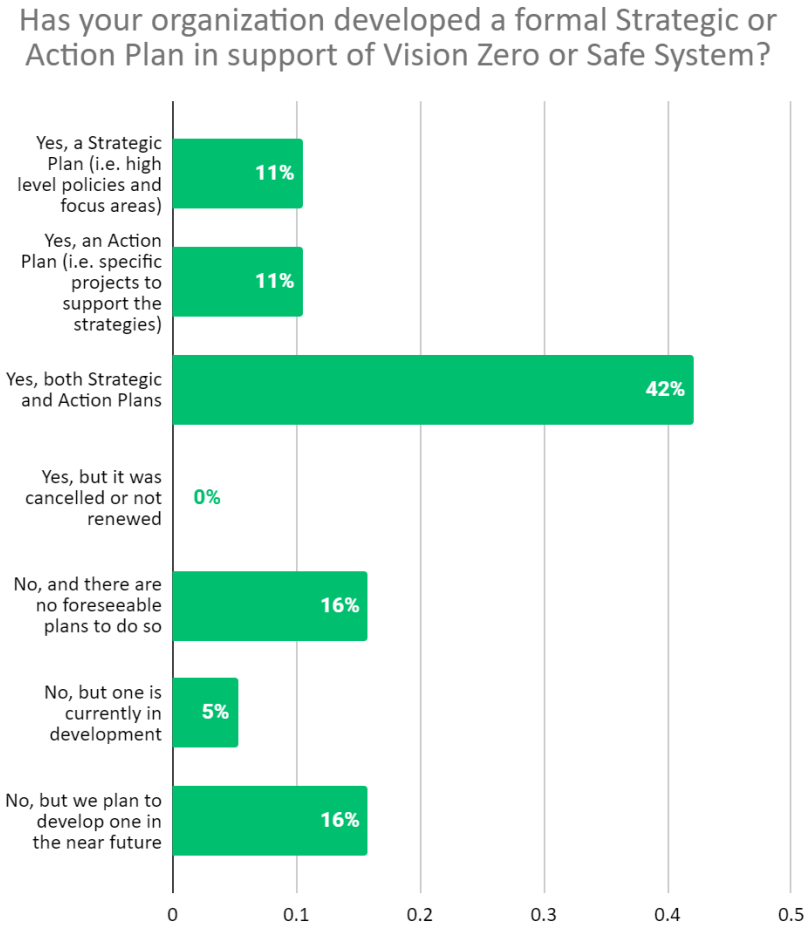
Provincial Subgroup		
Answer Choices	Responses	
Yes, a Strategic Plan (i.e. high level policies and focus areas)	17%	1
Yes, an Action Plan (i.e. specific projects to support the strategies)	0%	0
Yes, both Strategic and Action Plans	17%	1
Yes, but it was cancelled or not renewed	17%	1
No, and there are no foreseeable plans to do so	33%	2
No, but one is currently in development	0%	0
No, but we plan to develop one in the near future	17%	1
	Answered	**6**
	Skipped	**0**


Has your organization developed a formal Strategic or Action Plan in support of Vision Zero or Safe System?
Yes, a Strategic Plan (i.e. high level policies and focus areas)
17%
Yes, an Action Plan (i.e. specific projects to support the strategies)
0%
Yes, both Strategic and Action Plans
17%
Yes, but it was cancelled or not renewed
17%
No, and there are no foreseeable plans to do so
33%
No, but one is currently in development
0%
No, but we plan to develop one in the near future
17%
0
0.1
0.2
0.3
0.4

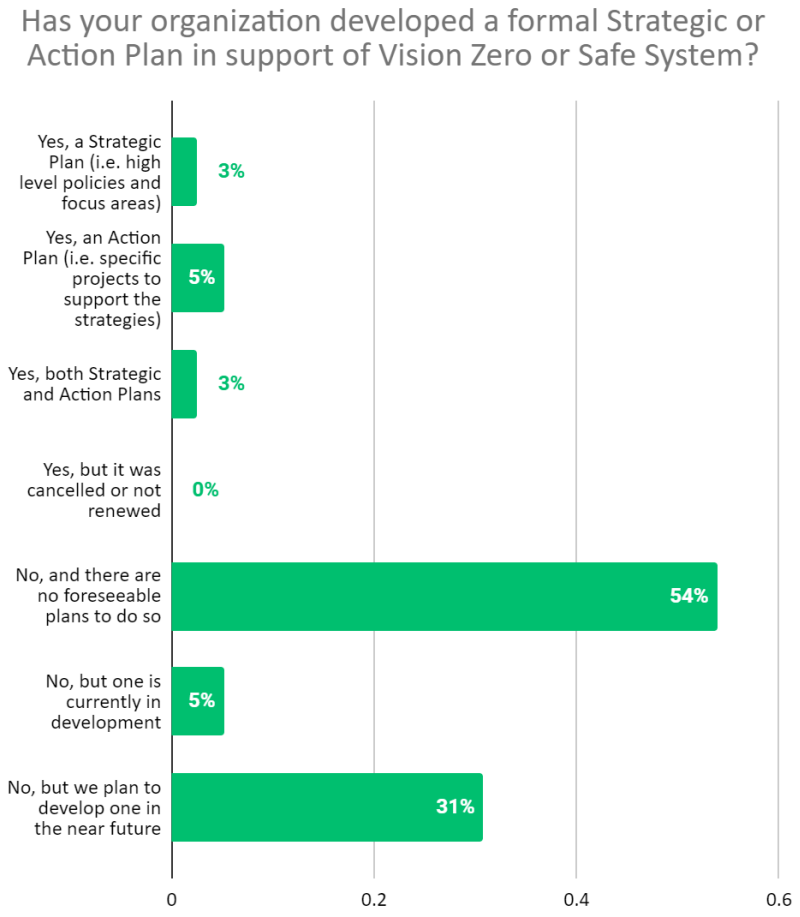
Question 5

Has your organization developed a formal Strategic or Action Plan in support of Vision Zero or Safe System?

Municipal/Regional Over 100,000 Population		
Answer Choices	Responses	
Yes, a Strategic Plan (i.e. high level policies and focus areas)	11%	2
Yes, an Action Plan (i.e. specific projects to support the strategies)	11%	2
Yes, both Strategic and Action Plans	42%	8
Yes, but it was cancelled or not renewed	0%	0
No, and there are no foreseeable plans to do so	16%	3
No, but one is currently in development	5%	1
No, but we plan to develop one in the near future	16%	3
	Answered	**19**
	Skipped	**0**


Has your organization developed a formal Strategic or Action Plan in support of Vision Zero or Safe System?
Yes, a Strategic Plan (i.e. high level policies and focus areas)
11%
Yes, an Action Plan (i.e. specific projects to support the strategies)
11%
Yes, both Strategic and Action Plans
42%
Yes, but it was cancelled or not renewed
0%
No, and there are no foreseeable plans to do so
16%
No, but one is currently in development
5%
No, but we plan to develop one in the near future
16%
0
0.1
0.2
0.3
0.4
0.5

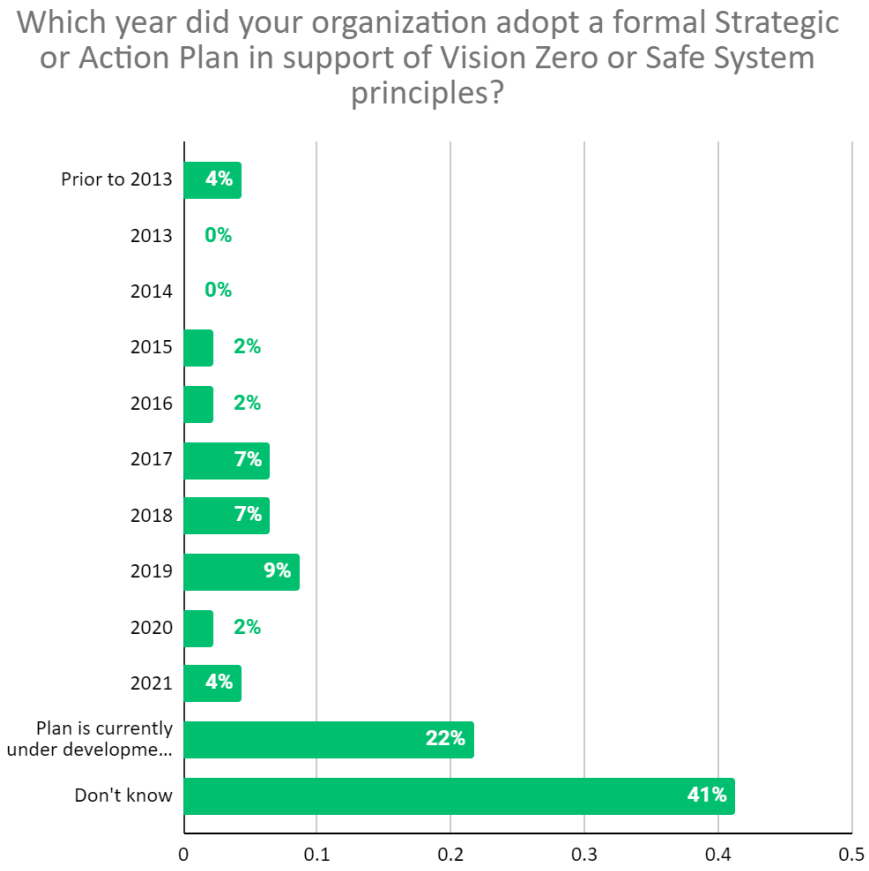
Municipal/Regional Under 100,000 Population		
Answer Choices	Responses	
Yes, a Strategic Plan (i.e. high level policies and focus areas)	3%	1
Yes, an Action Plan (i.e. specific projects to support the strategies)	5%	2
Yes, both Strategic and Action Plans	3%	1
Yes, but it was cancelled or not renewed	0%	0
No, and there are no foreseeable plans to do so	54%	21
No, but one is currently in development	5%	2
No, but we plan to develop one in the near future	31%	12
	Answered	**39**
	Skipped	**1**


Has your organization developed a formal Strategic or Action Plan in support of Vision Zero or Safe System?
Yes, a Strategic Plan (i.e. high level policies and focus areas)
3%
Yes, an Action Plan (i.e. specific projects to support the strategies)
5%
Yes, both Strategic and Action Plans
3%
Yes, but it was cancelled or not renewed
0%
No, and there are no foreseeable plans to do so
54%
No, but one is currently in development
5%
No, but we plan to develop one in the near future
31%
0
0.2
0.4
0.6

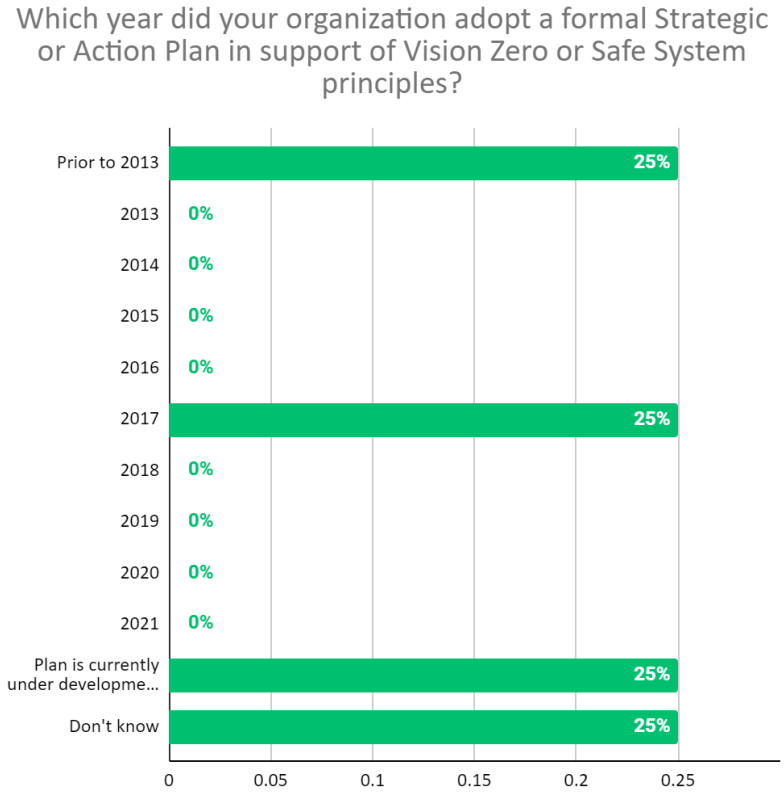
Question 6

Which year did your organization adopt a formal Strategic or Action Plan in support of Vision Zero or Safe System principles?

Aggregate Responses		
Answer Choices	Responses	
Prior to 2013	4%	2
2013	0%	0
2014	0%	0
2015	2%	1
2016	2%	1
2017	7%	3
2018	7%	3
2019	9%	4
2020	2%	1
2021	4%	2
Plan is currently under development	22%	10
Don't know	41%	19
	Answered	**46**
	Skipped	**19**


Which year did your organization adopt a formal Strategic or Action Plan in support of Vision Zero or Safe System principles?
Prior to 2013
4%
2013
0%
2014
0%
2015
2%
2016
2%
2017
7%
2018
7%
2019
9%
2020
2%
2021
4%
Plan is currently under developme...
22%
Don't know
41%
0
0.1
0.2
0.3
0.4
0.5

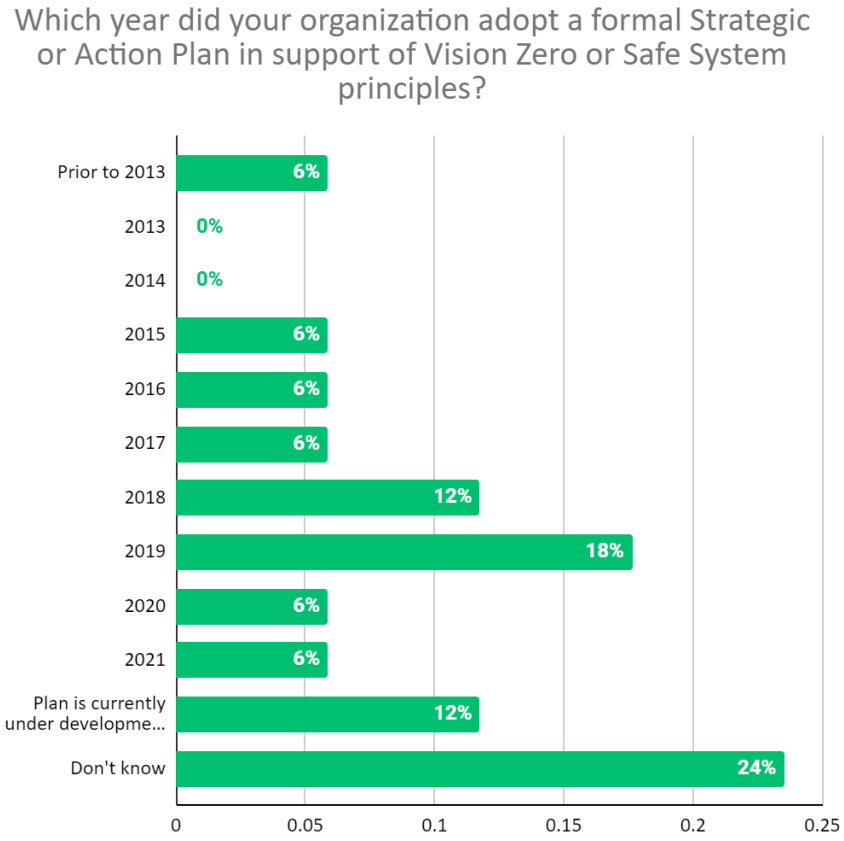
Provincial Subgroup		
Answer Choices	Responses	
Prior to 2013	25%	1
2013	0%	0
2014	0%	0
2015	0%	0
2016	0%	0
2017	25%	1
2018	0%	0
2019	0%	0
2020	0%	0
2021	0%	0
Plan is currently under development	25%	1
Don't know	25%	1
	Answered	**4**
	Skipped	**2**


Which year did your organization adopt a formal Strategic or Action Plan in support of Vision Zero or Safe System principles?
Prior to 2013
25%
2013
0%
2014
0%
2015
0%
2016
0%
2017
25%
2018
0%
2019
0%
2020
0%
2021
0%
Plan is currently under developme...
25%
Don't know
25%
0
0.05
0.1
0.15
0.2
0.25

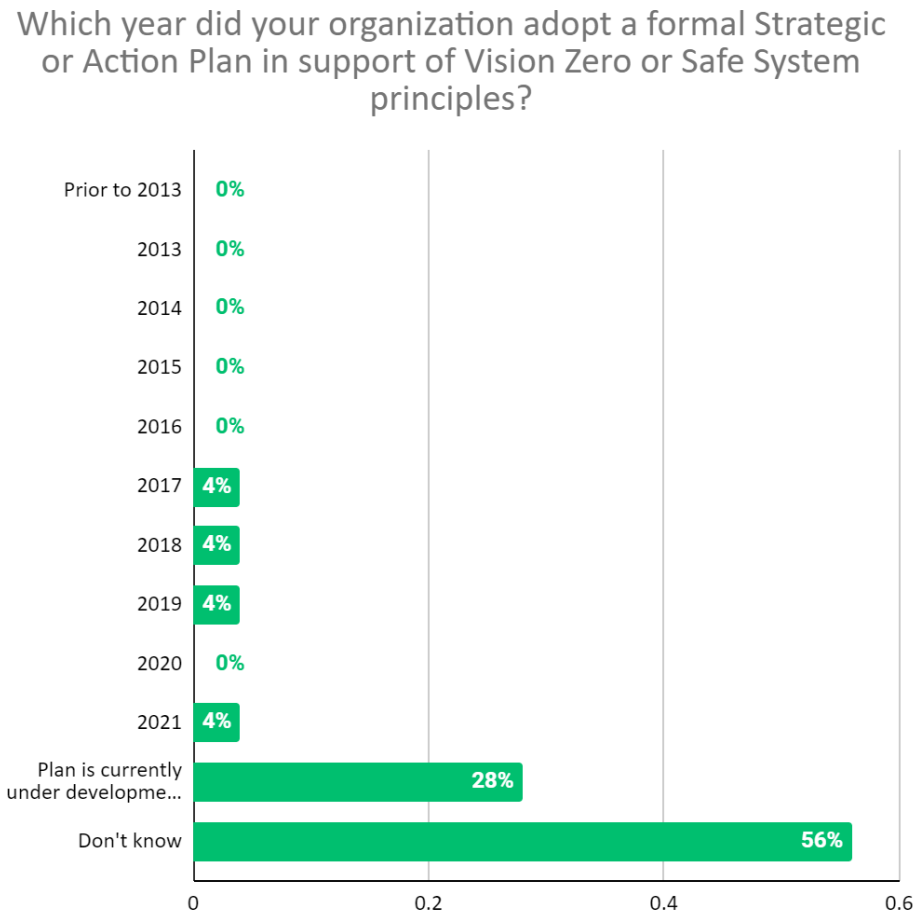
Question 6

Which year did your organization adopt a formal Strategic or Action Plan in support of Vision Zero or Safe System principles?

Municipal/Regional Over 100,000 Population		
Answer Choices	Responses	
Prior to 2013	6%	1
2013	0%	0
2014	0%	0
2015	6%	1
2016	6%	1
2017	6%	1
2018	12%	2
2019	18%	3
2020	6%	1
2021	6%	1
Plan is currently under development	12%	2
Don't know	24%	4
	Answered	**17**
	Skipped	**2**


Which year did your organization adopt a formal Strategic or Action Plan in support of Vision Zero or Safe System principles?
Prior to 2013
6%
2013
0%
2014
0%
2015
6%
2016
6%
2017
6%
2018
12%
2019
18%
2020
6%
2021
6%
Plan is currently under developme...
12%
Don't know
24%
0
0.05
0.1
0.15
0.2
0.25

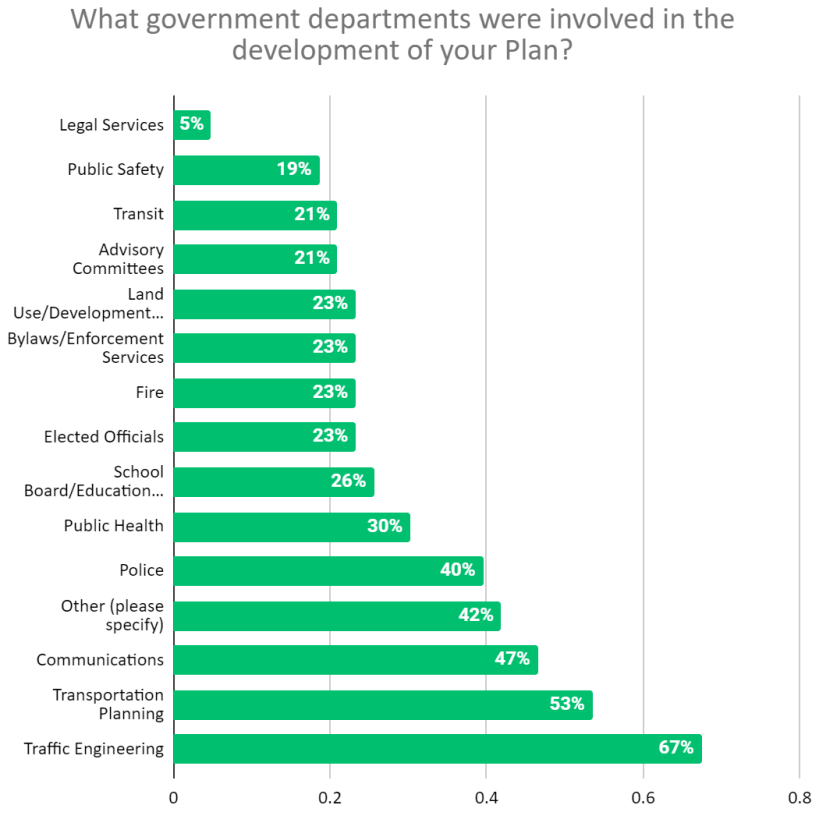
Municipal/Regional Under 100,000 Population		
Answer Choices	Responses	
Prior to 2013	0%	0
2013	0%	0
2014	0%	0
2015	0%	0
2016	0%	0
2017	4%	1
2018	4%	1
2019	4%	1
2020	0%	0
2021	4%	1
Plan is currently under development	28%	7
Don't know	56%	14
	Answered	**25**
	Skipped	**15**


Which year did your organization adopt a formal Strategic or Action Plan in support of Vision Zero or Safe System principles?
Prior to 2013
0%
2013
0%
2014
0%
2015
0%
2016
0%
2017
4%
2018
4%
2019
4%
2020
0%
2021
4%
Plan is currently under developme...
28%
Don't know
56%
0
0.2
0.4
0.6

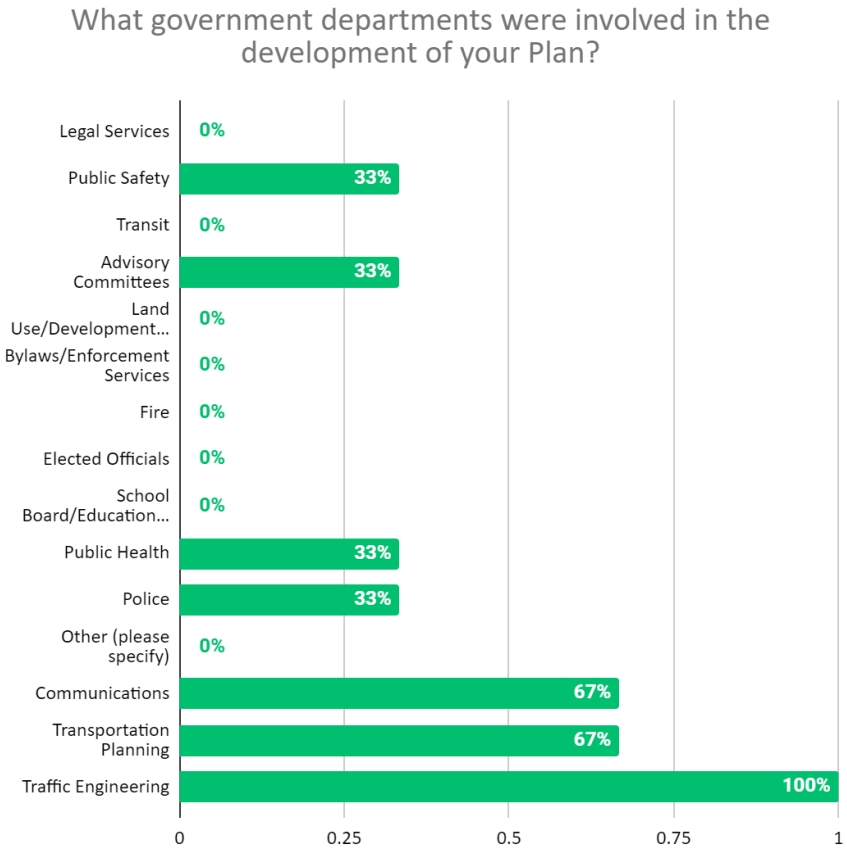
Question 7

What government departments were involved in the development of your Plan?

Aggregate Responses		
Answer Choices	Responses	
Legal Services	5%	2
Public Safety	19%	8
Transit	21%	9
Advisory Committees	21%	9
Land Use/Development Planning	23%	10
Bylaws/Enforcement Services	23%	10
Fire	23%	10
Elected Officials	23%	10
School Board/Education Ministry	26%	11
Public Health	30%	13
Police	40%	17
Other (please specify)	42%	18
Communications	47%	20
Transportation Planning	53%	23
Traffic Engineering	67%	29
	Answered	**43**
	Skipped	**22**


What government departments were involved in the development of your Plan?
Legal Services
5%
Public Safety
19%
Transit
21%
Advisory Committees
21%
Land Use/Development...
23%
Bylaws/Enforcement Services
23%
Fire
23%
Elected Officials
23%
School Board/Education...
26%
Public Health
30%
Police
40%
Other (please specify)
42%
Communications
47%
Transportation Planning
53%
Traffic Engineering
67%
0
0.2
0.4
0.6
0.8

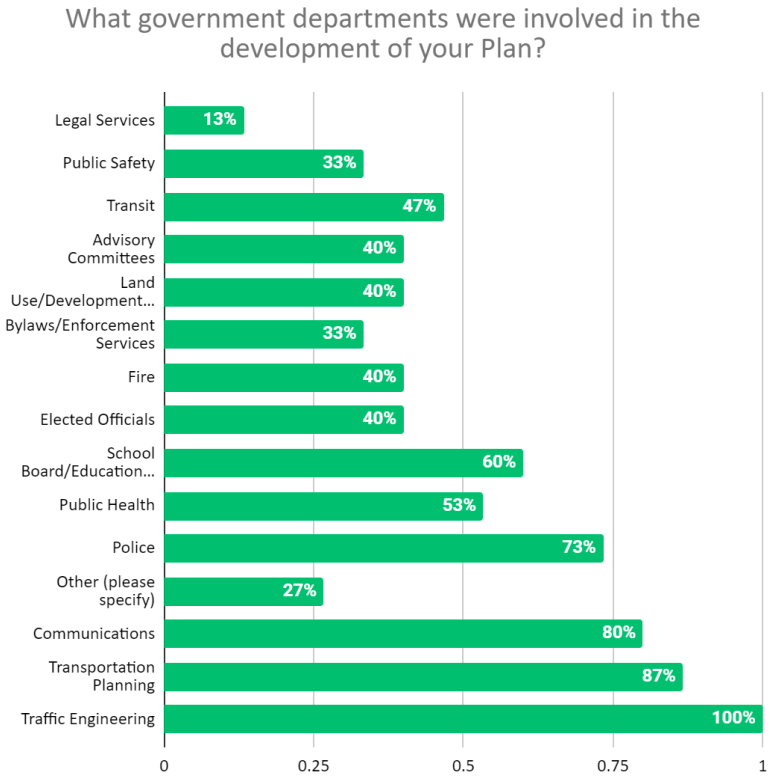
Provincial Subgroup		
Answer Choices	Responses	
Legal Services	0%	
Public Safety	33%	1
Transit	0%	
Advisory Committees	33%	1
Land Use/Development Planning	0%	
Bylaws/Enforcement Services	0%	
Fire	0%	
Elected Officials	0%	
School Board/Education Ministry	0%	
Public Health	33%	1
Police	33%	1
Other (please specify)	0%	
Communications	67%	2
Transportation Planning	67%	2
Traffic Engineering	100%	3
	Answered	**3**
	Skipped	**3**


What government departments were involved in the development of your Plan?
Legal Services
0%
Public Safety
33%
Transit
0%
Advisory Committees
33%
Land Use/Development...
0%
Bylaws/Enforcement Services
0%
Fire
0%
Elected Officials
0%
School Board/Education...
0%
Public Health
33%
Police
33%
Other (please specify)
0%
Communications
67%
Transportation Planning
67%
Traffic Engineering
100%
0
0.25
0.5
0.75
1

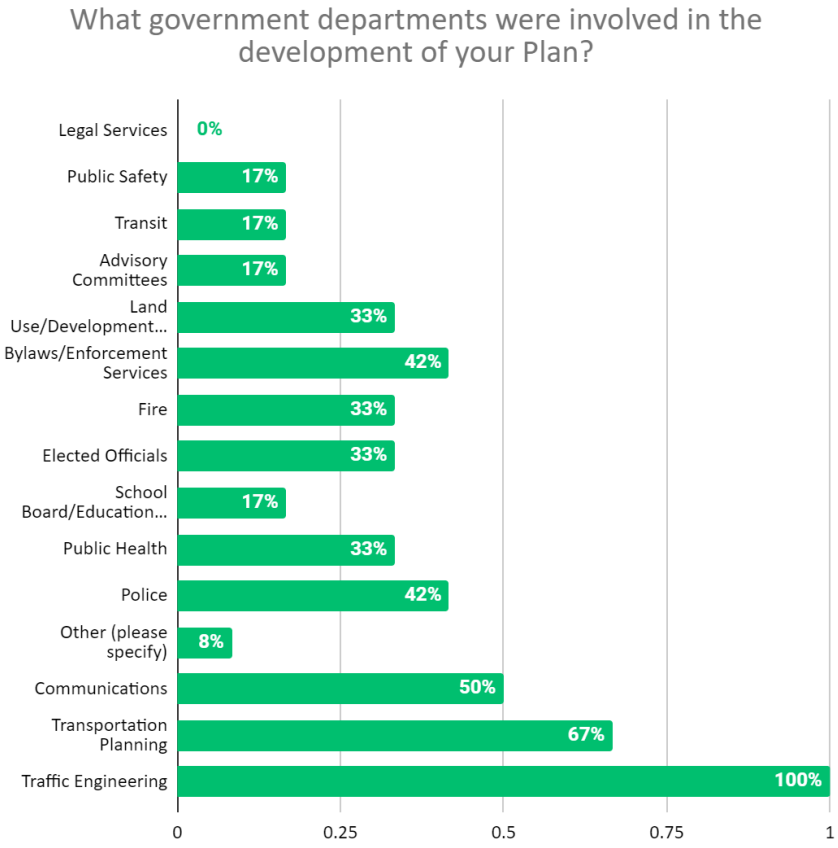
Question 7

What government departments were involved in the development of your Plan?

Municipal/Regional Over 100,000 Population		
Answer Choices	Responses	
Legal Services	13%	2
Public Safety	33%	5
Transit	47%	7
Advisory Committees	40%	6
Land Use/Development Planning	40%	6
Bylaws/Enforcement Services	33%	5
Fire	40%	6
Elected Officials	40%	6
School Board/Education Ministry	60%	9
Public Health	53%	8
Police	73%	11
Other (please specify)	27%	4
Communications	80%	12
Transportation Planning	87%	13
Traffic Engineering	100%	15
	Answered	**15**
	Skipped	**4**


What government departments were involved in the development of your Plan?
Legal Services
13%
Public Safety
33%
Transit
47%
Advisory Committees
40%
Land Use/Development...
40%
Bylaws/Enforcement Services
33%
Fire
40%
Elected Officials
40%
School Board/Education...
60%
Public Health
53%
Police
73%
Other (please specify)
27%
Communications
80%
Transportation Planning
87%
Traffic Engineering
100%
0
0.25
0.5
0.75
1

Municipal/Regional Under 100,000 Population		
Answer Choices	Responses	
Legal Services	0%	0
Public Safety	17%	2
Transit	17%	2
Advisory Committees	17%	2
Land Use/Development Planning	33%	4
Bylaws/Enforcement Services	42%	5
Fire	33%	4
Elected Officials	33%	4
School Board/Education Ministry	17%	2
Public Health	33%	4
Police	42%	5
Other (please specify)	8%	1
Communications	50%	6
Transportation Planning	67%	8
Traffic Engineering	100%	12
	Answered	**12**
	Skipped	**28**

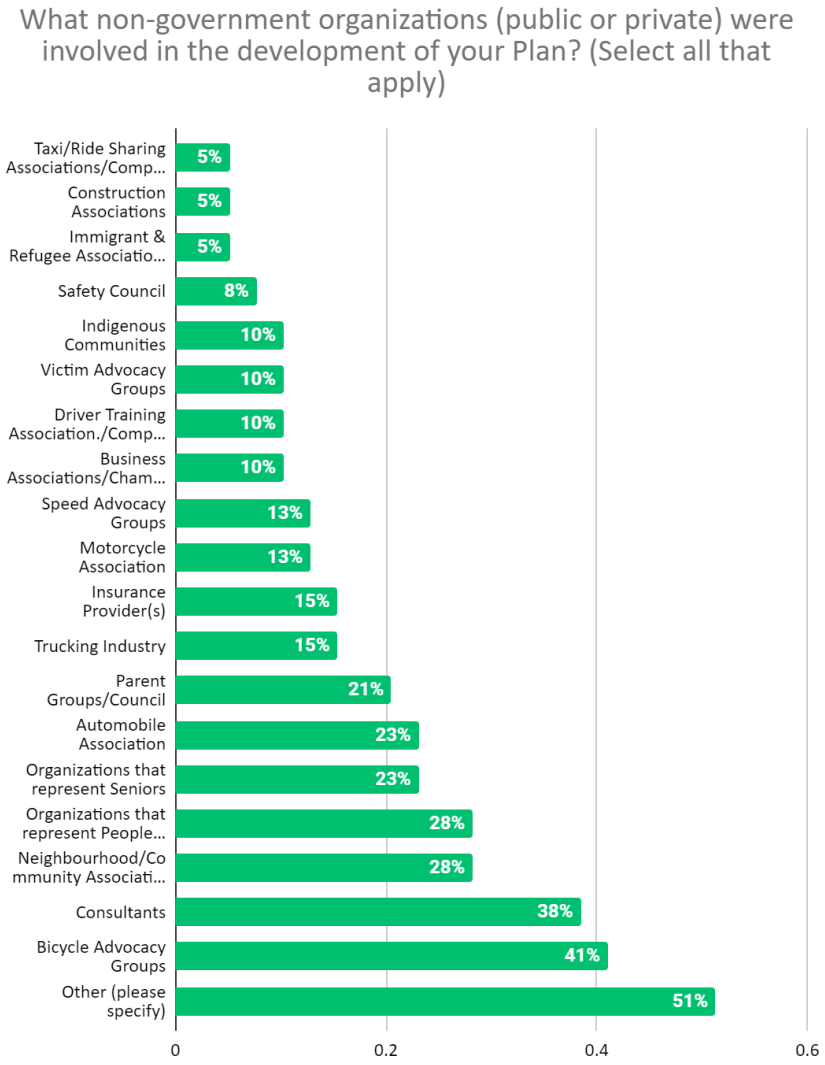


Question 8

What non-government organizations (public or private) were involved in the development of your Plan? (Select all that apply)

Aggregate Responses		
Answer Choices	Responses	
Taxi/Ride Sharing Associations/Companies	5%	2
Construction Associations	5%	2
Immigrant & Refugee Association/Groups	5%	2
Safety Council	8%	3
Indigenous Communities	10%	4
Victim Advocacy Groups	10%	4
Driver Training Association./Companies	10%	4
Business Associations/Chamber of Commerce	10%	4
Speed Advocacy Groups	13%	5
Motorcycle Association	13%	5
Insurance Provider(s)	15%	6
Trucking Industry	15%	6
Parent Groups/Council	21%	8
Automobile Association	23%	9
Organizations that represent Seniors	23%	9
Organizations that represent People with Disabilities	28%	11
Neighbourhood/Community Associations	28%	11
Consultants	38%	15
Bicycle Advocacy Groups	41%	16

Other (please specify)	51%	20
	Answered	**39**
	Skipped	**26**

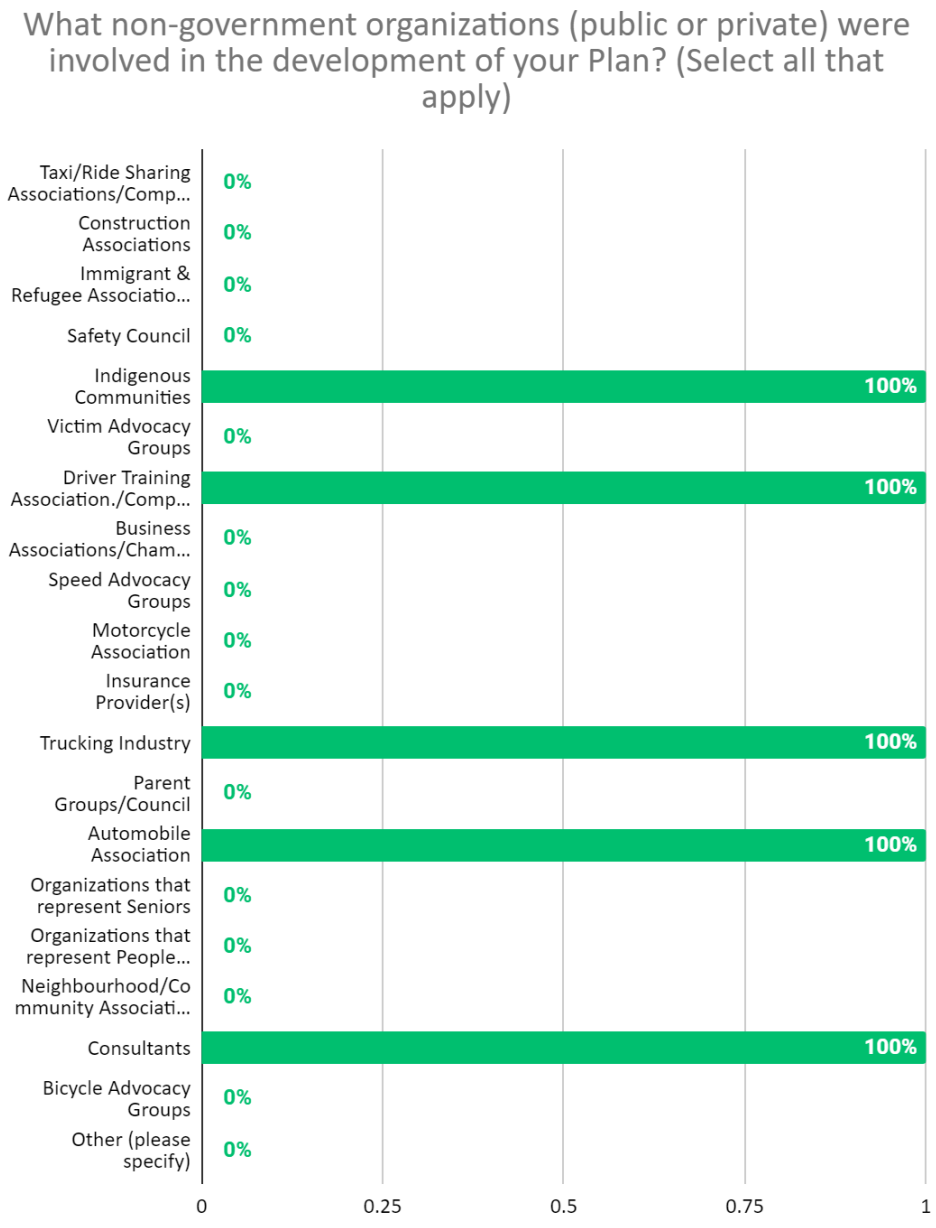


Question 8

What non-government organizations (public or private) were involved in the development of your Plan? (Select all that apply)

Provincial Subgroup		
Answer Choices	Responses	
Taxi/Ride Sharing Associations/Companies	0%	0
Construction Associations	0%	0
Immigrant & Refugee Association/Groups	0%	0
Safety Council	0%	0
Indigenous Communities	100%	1
Victim Advocacy Groups	0%	0
Driver Training Association./Companies	100%	1
Business Associations/Chamber of Commerce	0%	0
Speed Advocacy Groups	0%	0
Motorcycle Association	0%	0
Insurance Provider(s)	0%	0
Trucking Industry	100%	1
Parent Groups/Council	0%	0
Automobile Association	100%	1
Organizations that represent Seniors	0%	0
Organizations that represent People with Disabilities	0%	0

Neighbourhood/Community Associations	0%	0
Consultants	100%	1
Bicycle Advocacy Groups	0%	0
Other (please specify)	0%	0
	Answered	**1**
	Skipped	**5**

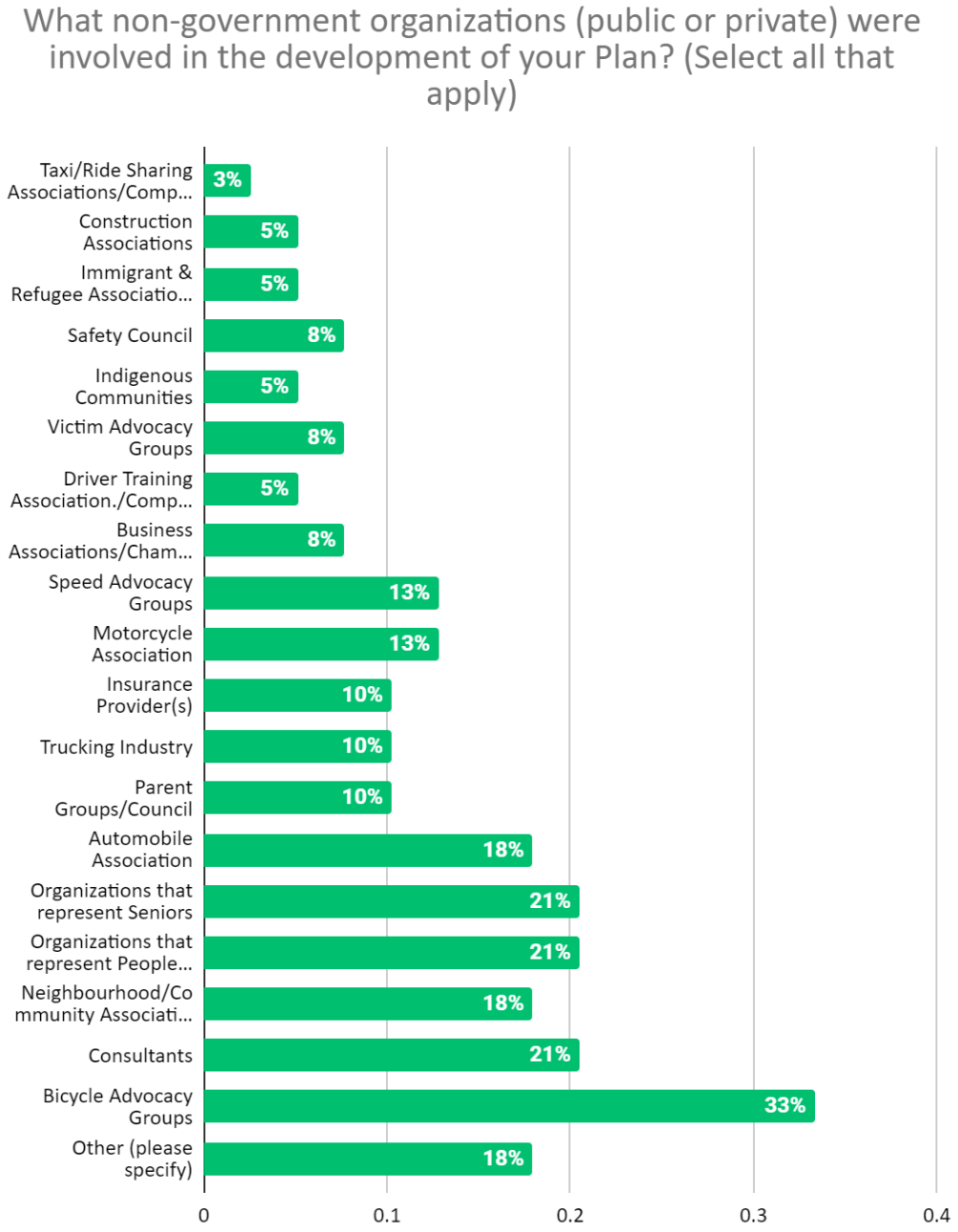

What non-government organizations (public or private) were involved in the development of your Plan? (Select all that apply)
Taxi/Ride Sharing Associations/Comp...
0%
Construction Associations
0%
Immigrant & Refugee Associatio...
0%
Safety Council
0%
Indigenous Communities
100%
Victim Advocacy Groups
0%
Driver Training Association./Comp...
100%
Business Associations/Cham...
0%
Speed Advocacy Groups
0%
Motorcycle Association
0%
Insurance Provider(s)
0%
Trucking Industry
100%
Parent Groups/Council
0%
Automobile Association
100%
Organizations that represent Seniors
0%
Organizations that represent People...
0%
Neighbourhood/Community Associati...
0%
Consultants
100%
Bicycle Advocacy Groups
0%
Other (please specify)
0%
0
0.25
0.5
0.75
1

Question 8

What non-government organizations (public or private) were involved in the development of your Plan? (Select all that apply)

Municipal/Regional Over 100,000 Population		
Answer Choices	Responses	
Taxi/Ride Sharing Associations/Companies	3%	1
Construction Associations	5%	2
Immigrant & Refugee Association/Groups	5%	2
Safety Council	8%	3
Indigenous Communities	5%	2
Victim Advocacy Groups	8%	3
Driver Training Association./Companies	5%	2
Business Associations/Chamber of Commerce	8%	3
Speed Advocacy Groups	13%	5
Motorcycle Association	13%	5
Insurance Provider(s)	10%	4
Trucking Industry	10%	4
Parent Groups/Council	10%	4
Automobile Association	18%	7
Organizations that represent Seniors	21%	8
Organizations that represent People with Disabilities	21%	8
Neighbourhood/Community Associations	18%	7

Consultants	21%	8
Bicycle Advocacy Groups	33%	13
Other (please specify)	18%	7
	Answered	**39**
	Skipped	**TBD**

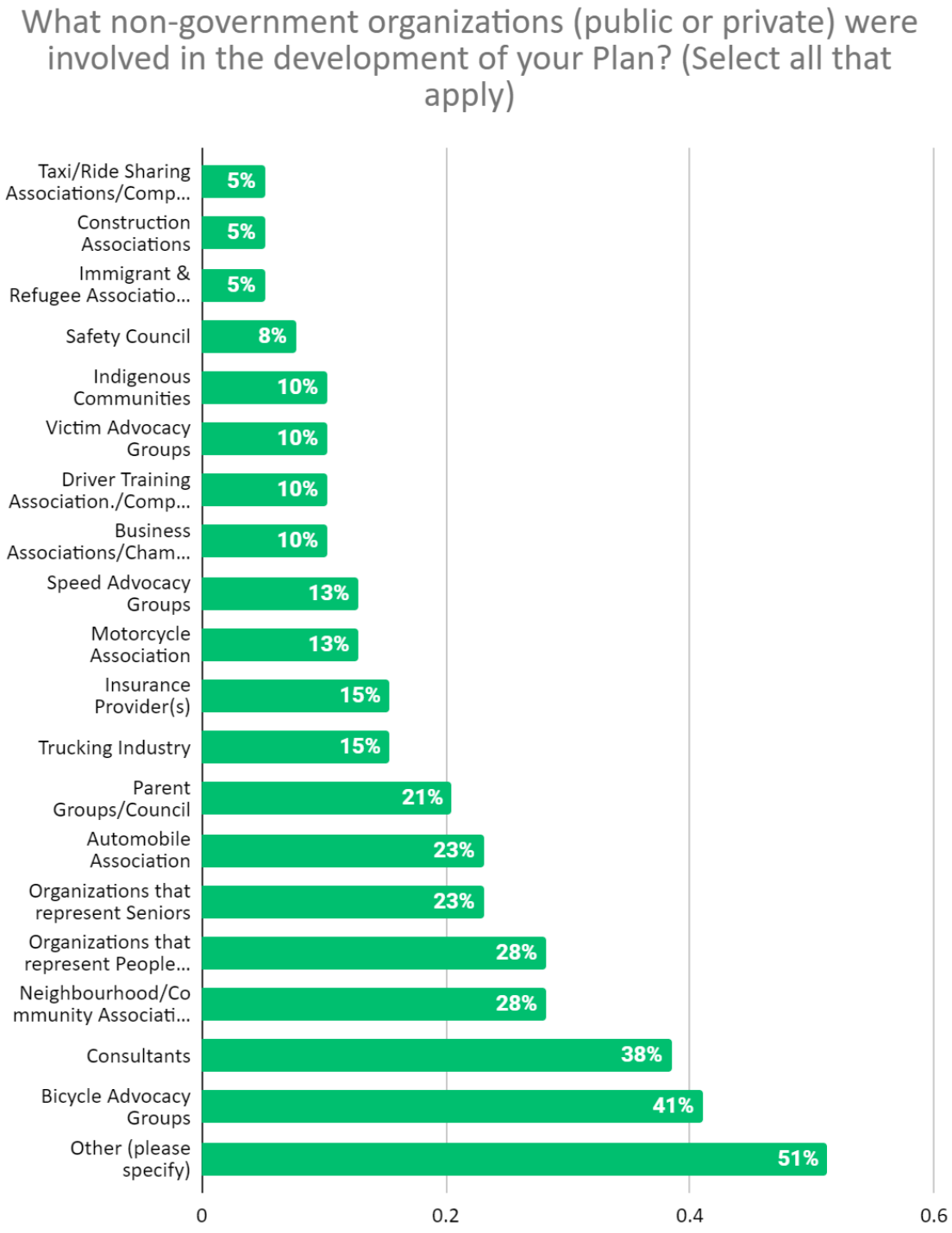

What non-government organizations (public or private) were involved in the development of your Plan? (Select all that apply)
Taxi/Ride Sharing Associations/Comp...
3%
Construction Associations
5%
Immigrant & Refugee Associatio...
5%
Safety Council
8%
Indigenous Communities
5%
Victim Advocacy Groups
8%
Driver Training Association./Comp...
5%
Business Associations/Cham...
8%
Speed Advocacy Groups
13%
Motorcycle Association
13%
Insurance Provider(s)
10%
Trucking Industry
10%
Parent Groups/Council
10%
Automobile Association
18%
Organizations that represent Seniors
21%
Organizations that represent People...
21%
Neighbourhood/Community Associati...
18%
Consultants
21%
Bicycle Advocacy Groups
33%
Other (please specify)
18%
0
0.1
0.2
0.3
0.4

Question 8

What non-government organizations (public or private) were involved in the development of your Plan? (Select all that apply)

Municipal/Regional Under 100,000 Population		
Answer Choices	Responses	
Taxi/Ride Sharing Associations/Companies	5%	1
Construction Associations	5%	0
Immigrant & Refugee Association/Groups	5%	0
Safety Council	8%	0
Indigenous Communities	10%	1
Victim Advocacy Groups	10%	1
Driver Training Association./Companies	10%	1
Business Associations/Chamber of Commerce	10%	1
Speed Advocacy Groups	13%	0
Motorcycle Association	13%	0
Insurance Provider(s)	15%	2
Trucking Industry	15%	1
Parent Groups/Council	21%	4
Automobile Association	23%	1
Organizations that represent Seniors	23%	1
Organizations that represent People with Disabilities	28%	3

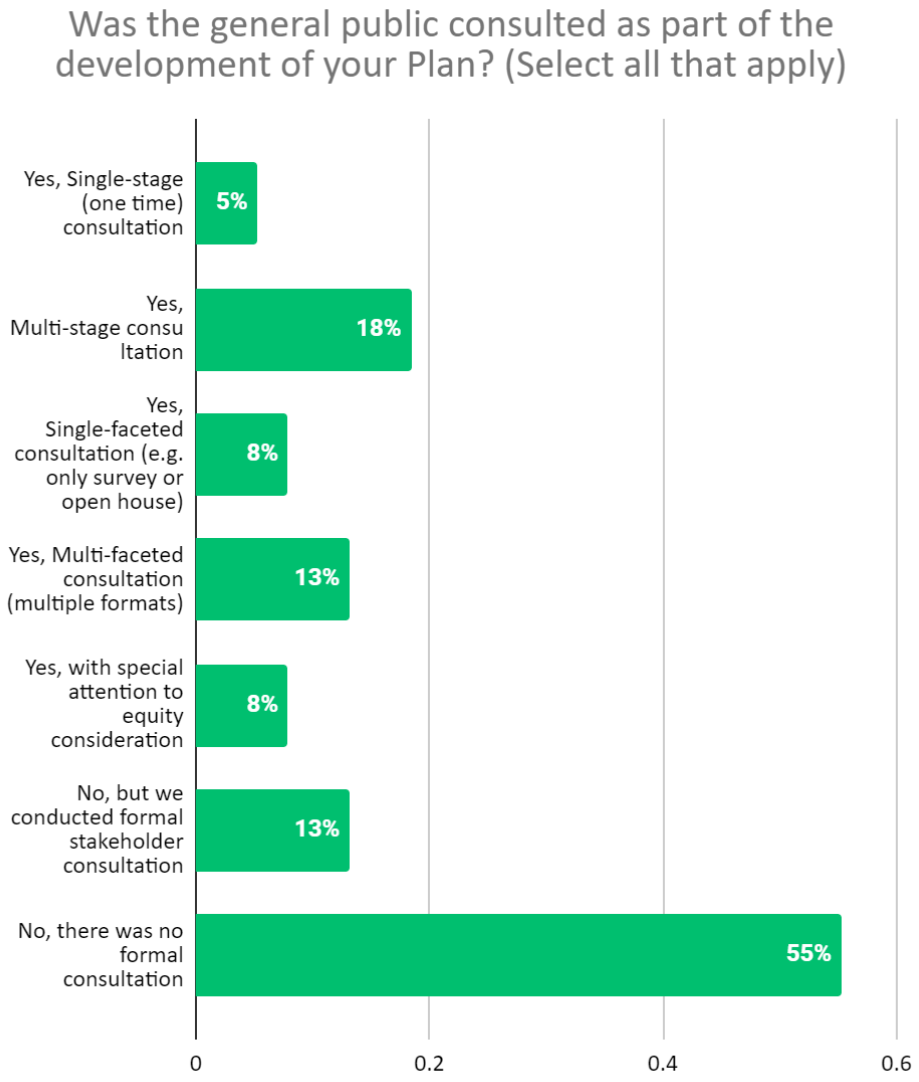
Neighbourhood/Community Associations	28%	4
Consultants	38%	6
Bicycle Advocacy Groups	41%	3
Other (please specify)	51%	12
	Answered	**39**
	Skipped	**TBD**


What non-government organizations (public or private) were involved in the development of your Plan? (Select all that apply)
Taxi/Ride Sharing Associations/Comp...
5%
Construction Associations
5%
Immigrant & Refugee Associatio...
5%
Safety Council
8%
Indigenous Communities
10%
Victim Advocacy Groups
10%
Driver Training Association./Comp...
10%
Business Associations/Cham...
10%
Speed Advocacy Groups
13%
Motorcycle Association
13%
Insurance Provider(s)
15%
Trucking Industry
15%
Parent Groups/Council
21%
Automobile Association
23%
Organizations that represent Seniors
23%
Organizations that represent People...
28%
Neighbourhood/Community Associati...
28%
Consultants
38%
Bicycle Advocacy Groups
41%
Other (please specify)
51%
0
0.2
0.4
0.6

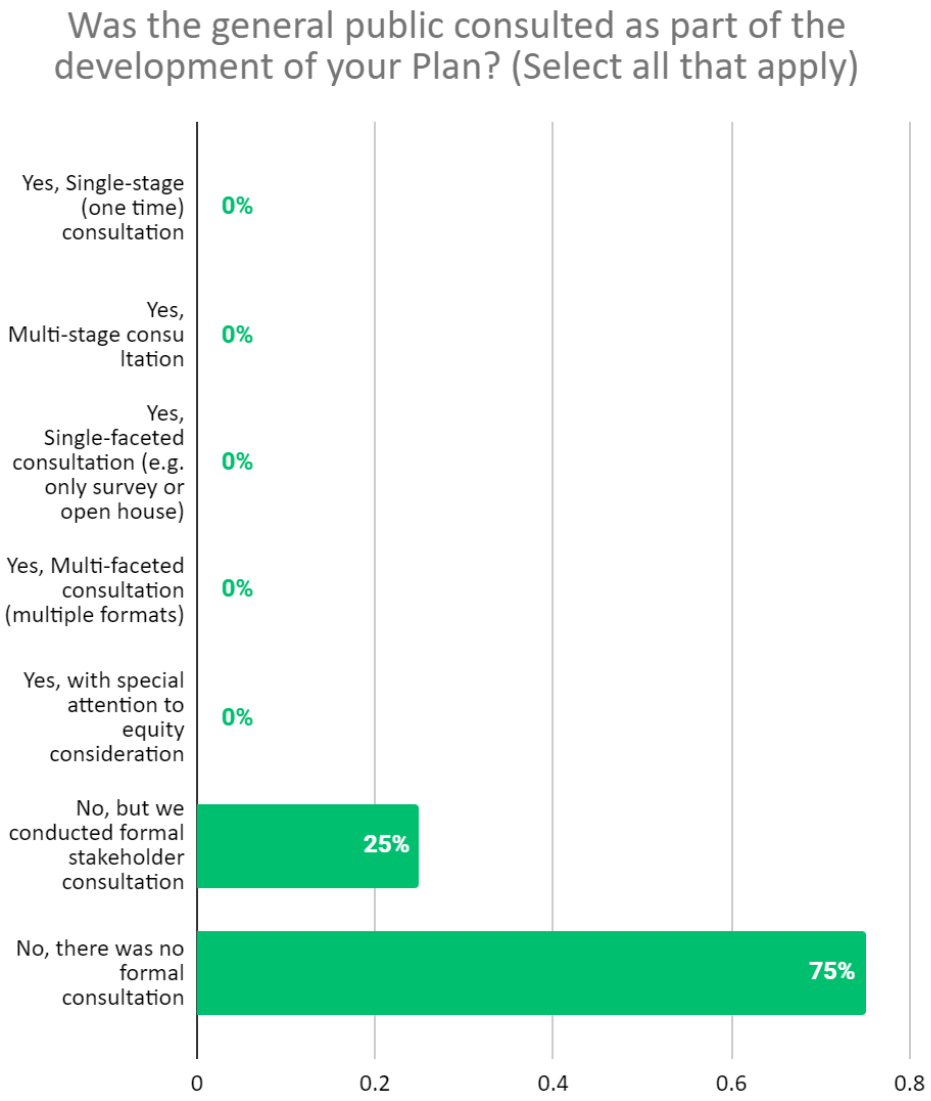
Question 9

Was the general public consulted as part of the development of your Plan? (Select all that apply)

Aggregate Responses		
Answer Choices	Responses	
Yes, Single-stage (one time) consultation	5%	2
Yes, Multi-stage consultation	18%	7
Yes, Single-faceted consultation (e.g. only survey or open house)	8%	3
Yes, Multi-faceted consultation (multiple formats)	13%	5
Yes, with special attention to equity consideration	8%	3
No, but we conducted formal stakeholder consultation	13%	5
No, there was no formal consultation	55%	21
	Answered	**38**
	Skipped	**27**


Was the general public consulted as part of the development of your Plan? (Select all that apply)
Yes, Single-stage (one time) consultation
5%
Yes, Multi-stage consu ltation
18%
Yes, Single-faceted consultation (e.g. only survey or open house)
8%
Yes, Multi-faceted consultation (multiple formats)
13%
Yes, with special attention to equity consideration
8%
No, but we conducted formal stakeholder consultation
13%
No, there was no formal consultation
55%
0
0.2
0.4
0.6

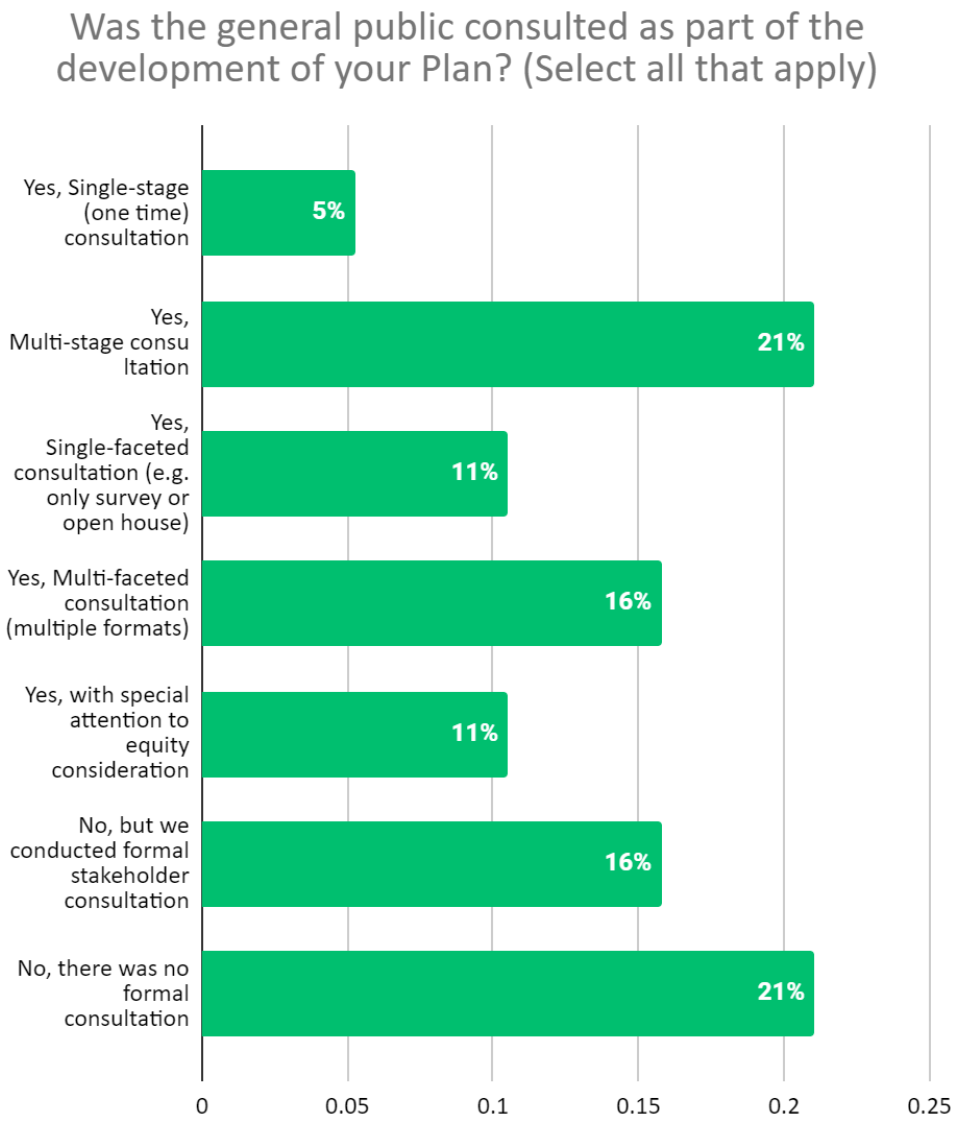
Provincial Subgroup		
Answer Choices	Responses	
Yes, Single-stage (one time) consultation	0%	0
Yes, Multi-stage consultation	0%	0
Yes, Single-faceted consultation (e.g. only survey or open house)	0%	0
Yes, Multi-faceted consultation (multiple formats)	0%	0
Yes, with special attention to equity consideration	0%	0
No, but we conducted formal stakeholder consultation	25%	1
No, there was no formal consultation	75%	3
	Answered	**4**
	Skipped	**2**


Was the general public consulted as part of the development of your Plan? (Select all that apply)
Yes, Single-stage (one time) consultation
0%
Yes, Multi-stage consu ltation
0%
Yes, Single-faceted consultation (e.g. only survey or open house)
0%
Yes, Multi-faceted consultation (multiple formats)
0%
Yes, with special attention to equity consideration
0%
No, but we conducted formal stakeholder consultation
25%
No, there was no formal consultation
75%
0
0.2
0.4
0.6
0.8

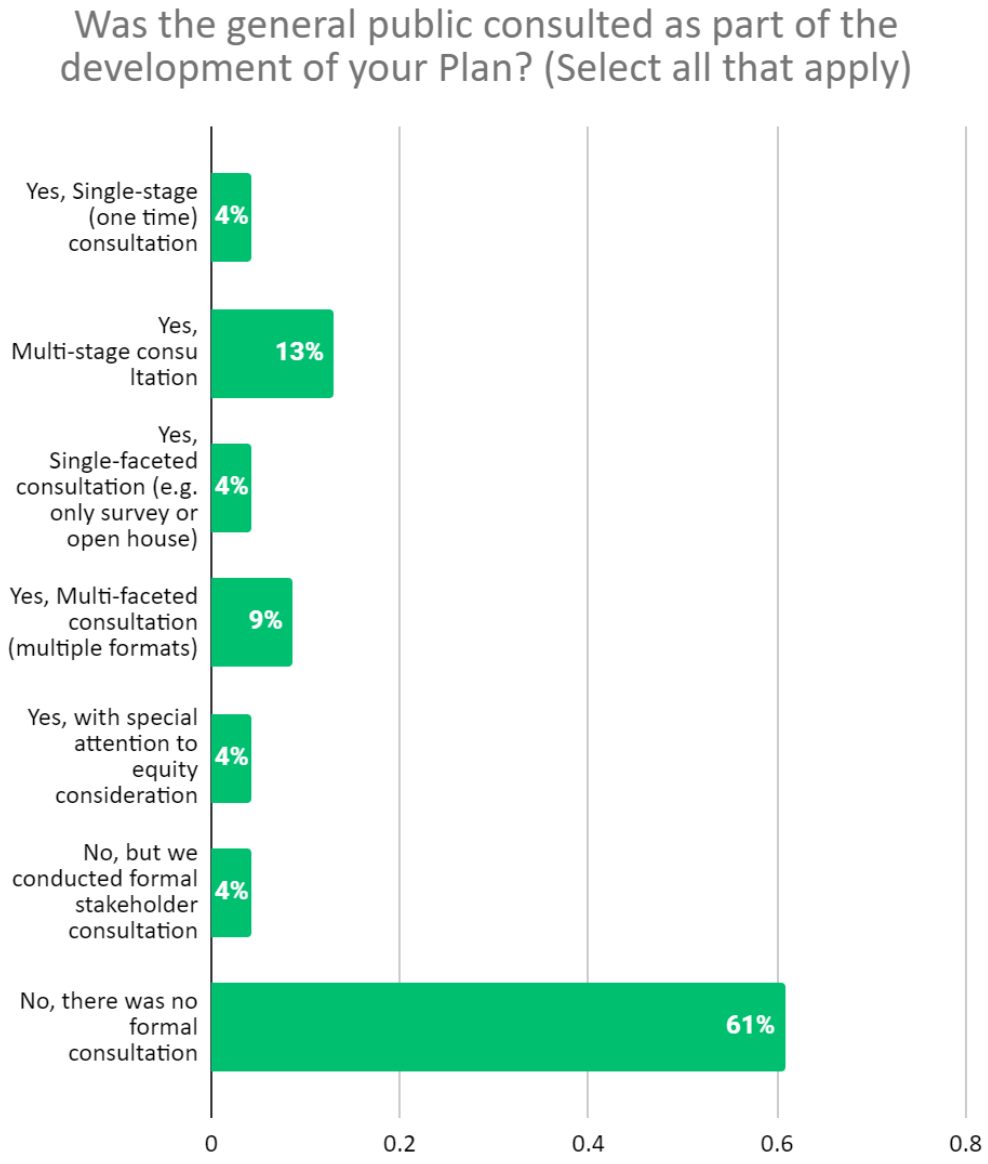
Question 9

Was the general public consulted as part of the development of your Plan? (Select all that apply)

Municipal/Regional Over 100,000 Population		
Answer Choices	Responses	
Yes, Single-stage (one time) consultation	5%	1
Yes, Multi-stage consultation	21%	4
Yes, Single-faceted consultation (e.g. only survey or open house)	11%	2
Yes, Multi-faceted consultation (multiple formats)	16%	3
Yes, with special attention to equity consideration	11%	2
No, but we conducted formal stakeholder consultation	16%	3
No, there was no formal consultation	21%	4
	Answered	**19**
	Skipped	**6**


Was the general public consulted as part of the development of your Plan? (Select all that apply)
Yes, Single-stage (one time) consultation
5%
Yes, Multi-stage consu ltation
21%
Yes, Single-faceted consultation (e.g. only survey or open house)
11%
Yes, Multi-faceted consultation (multiple formats)
16%
Yes, with special attention to equity consideration
11%
No, but we conducted formal stakeholder consultation
16%
No, there was no formal consultation
21%
0
0.05
0.1
0.15
0.2
0.25

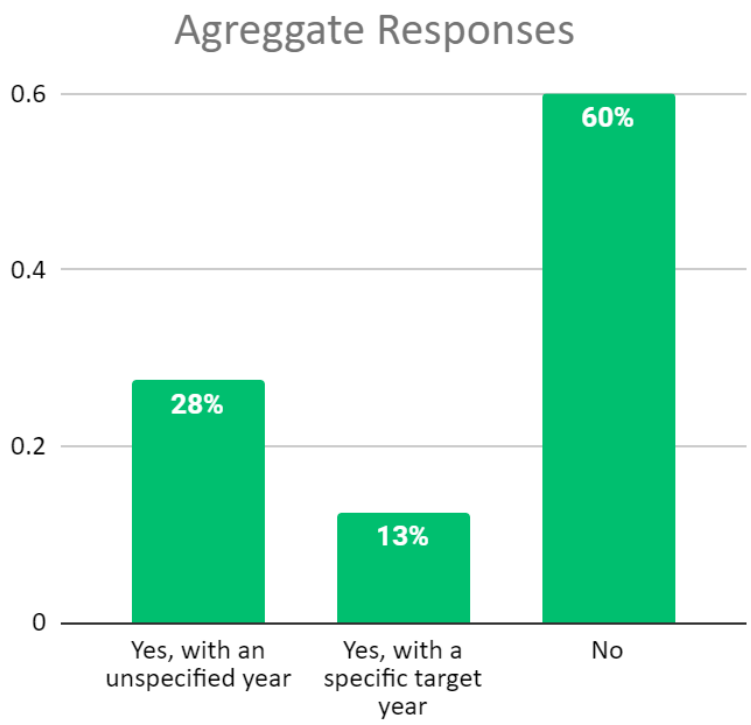
Municipal/Regional Under 100,000 Population		
Answer Choices	Responses	
Yes, Single-stage (one time) consultation	4%	1
Yes, Multi-stage consultation	13%	3
Yes, Single-faceted consultation (e.g. only survey or open house)	4%	1
Yes, Multi-faceted consultation (multiple formats)	9%	2
Yes, with special attention to equity consideration	4%	1
No, but we conducted formal stakeholder consultation	4%	1
No, there was no formal consultation	61%	14
	Answered	**23**
	Skipped	**19**


Was the general public consulted as part of the development of your Plan? (Select all that apply)
Yes, Single-stage (one time) consultation
4%
Yes, Multi-stage consu ltation
13%
Yes, Single-faceted consultation (e.g. only survey or open house)
4%
Yes, Multi-faceted consultation (multiple formats)
9%
Yes, with special attention to equity consideration
4%
No, but we conducted formal stakeholder consultation
4%
No, there was no formal consultation
61%
0
0.2
0.4
0.6
0.8

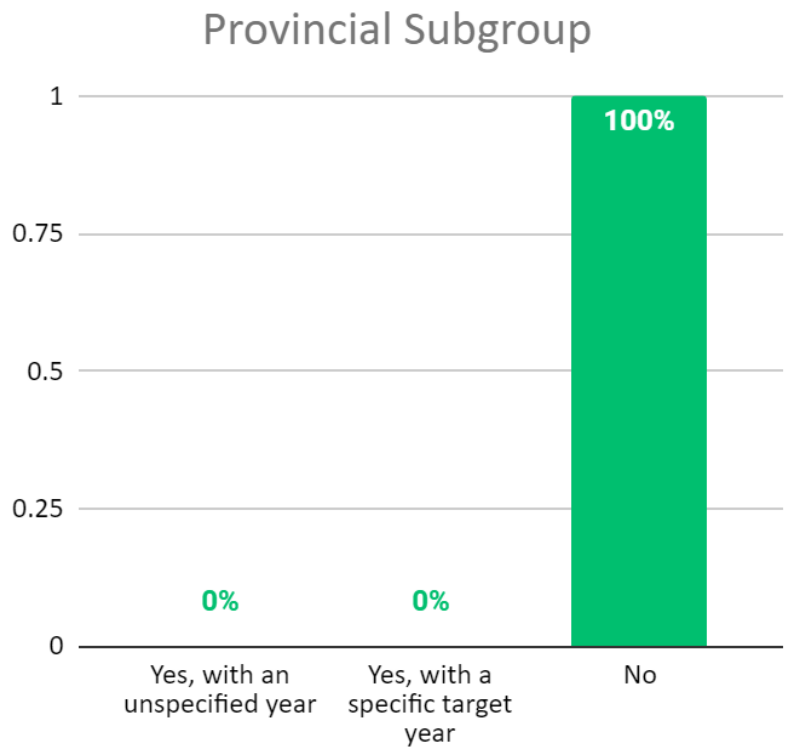
Question 10

Does your Policy or Plan explicitly include an ultimate target of zero fatalities and serious injuries?

Aggregate Responses		
Answer Choices	Responses	
Yes, with an unspecified year	28%	11
Yes, with a specific target year	13%	5
No	60%	24
	Answered	**40**
	Skipped	**25**



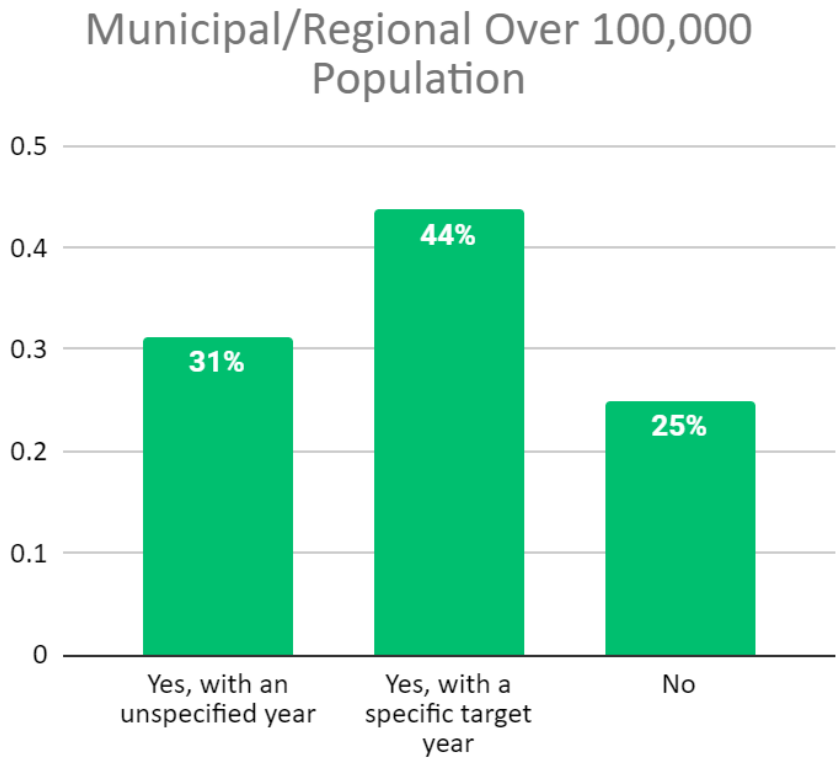
Provincial Subgroup		
Answer Choices	Responses	
Yes, with an unspecified year	0%	0
Yes, with a specific target year	0%	0
No	100%	4
	Answered	**4**
	Skipped	**2**



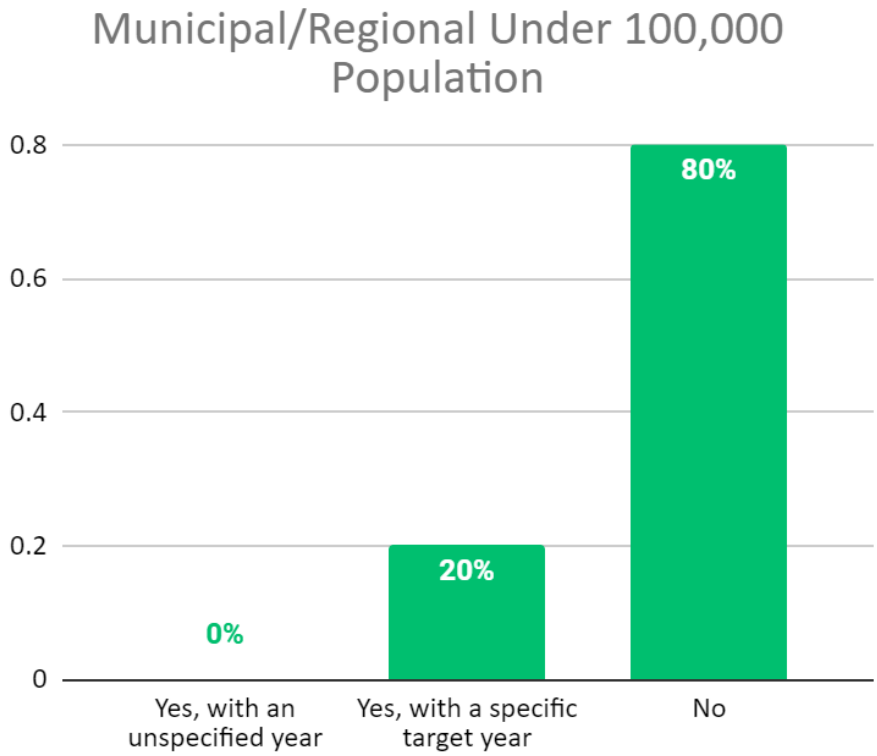
Question 10

Does your Policy or Plan explicitly include an ultimate target of zero fatalities and serious injuries?

Municipal/Regional Over 100,000 Population		
Answer Choices	Responses	
Yes, with an unspecified year	31%	5
Yes, with a specific target year	44%	7
No	25%	4
	Answered	16
	Skipped	3



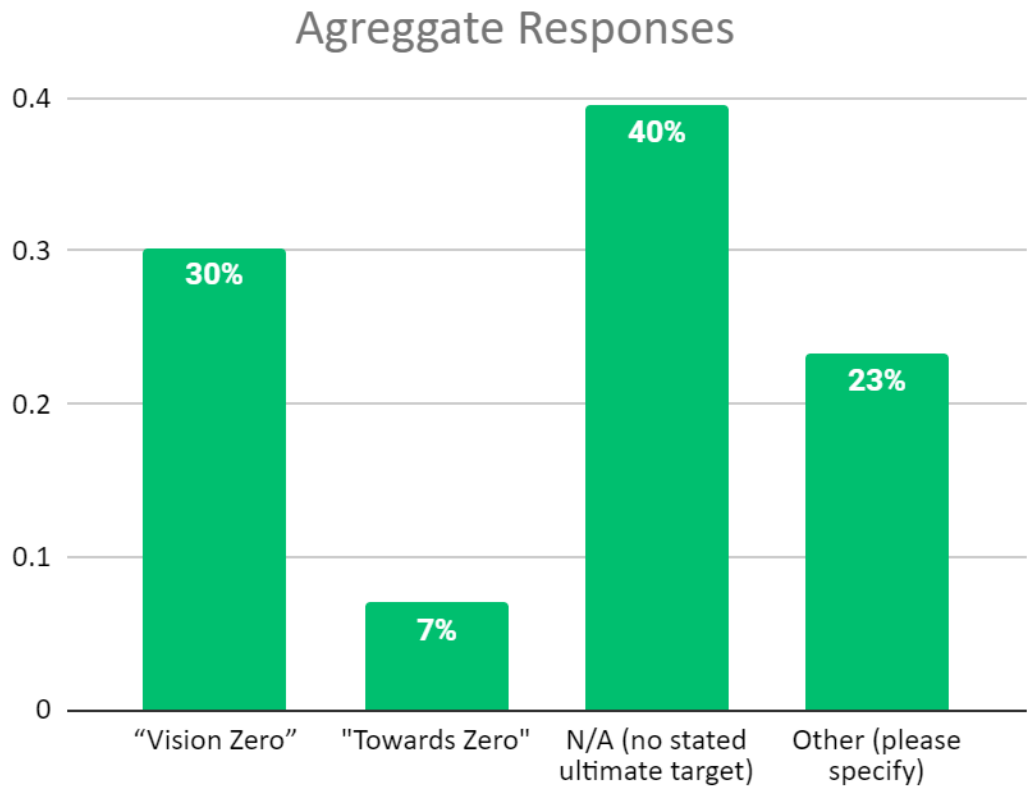
Municipal/Regional Under 100,000 Population		
Answer Choices	Responses	
Yes, with an unspecified year	0%	0
Yes, with a specific target year	20%	4
No	80%	16
	Answered	**20**
	Skipped	**20**



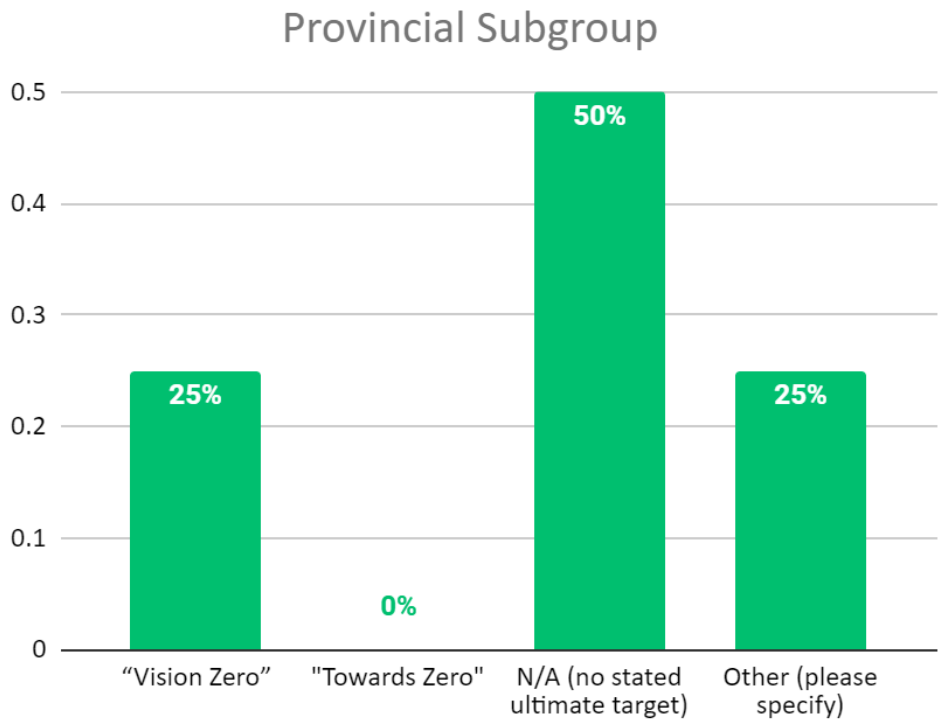
Question 11

How does your Policy or Plan refer to your ultimate target?

Aggregate Responses		
Answer Choices	Responses	
“Vision Zero”	30%	13
"Towards Zero"	7%	3
N/A (no stated ultimate target)	40%	17
Other (please specify)	23%	10
	Answered	**43**
	Skipped	**22**



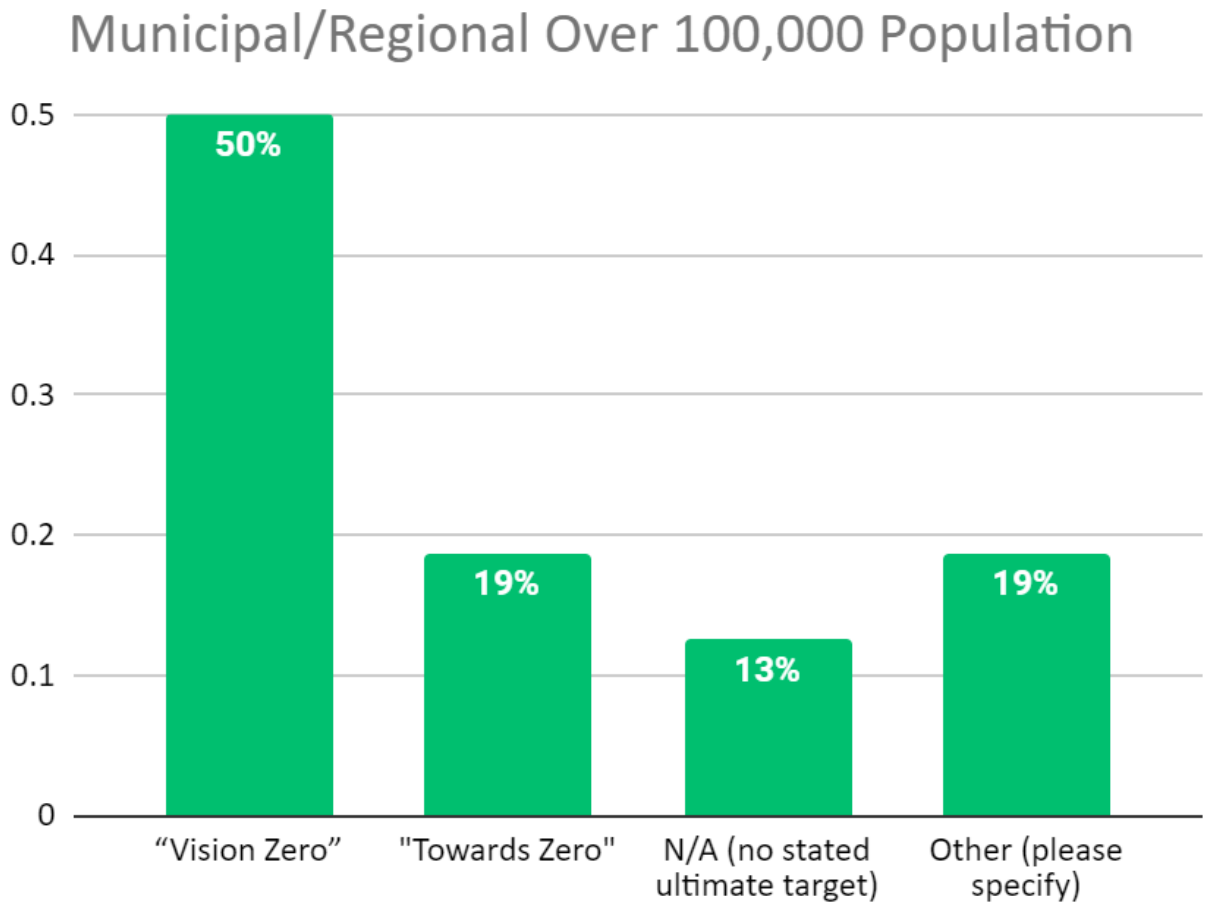
Provincial Subgroup		
Answer Choices	Responses	
“Vision Zero”	25%	1
"Towards Zero"	0%	0
N/A (no stated ultimate target)	50%	2
Other (please specify)	25%	1
	Answered	**4**
	Skipped	**2**


Provincial Subgroup
0.5
0.4
0.3
0.2
0.1
0
25%
0%
50%
25%
“Vision Zero”
"Towards Zero"
N/A (no stated ultimate target)
Other (please specify)

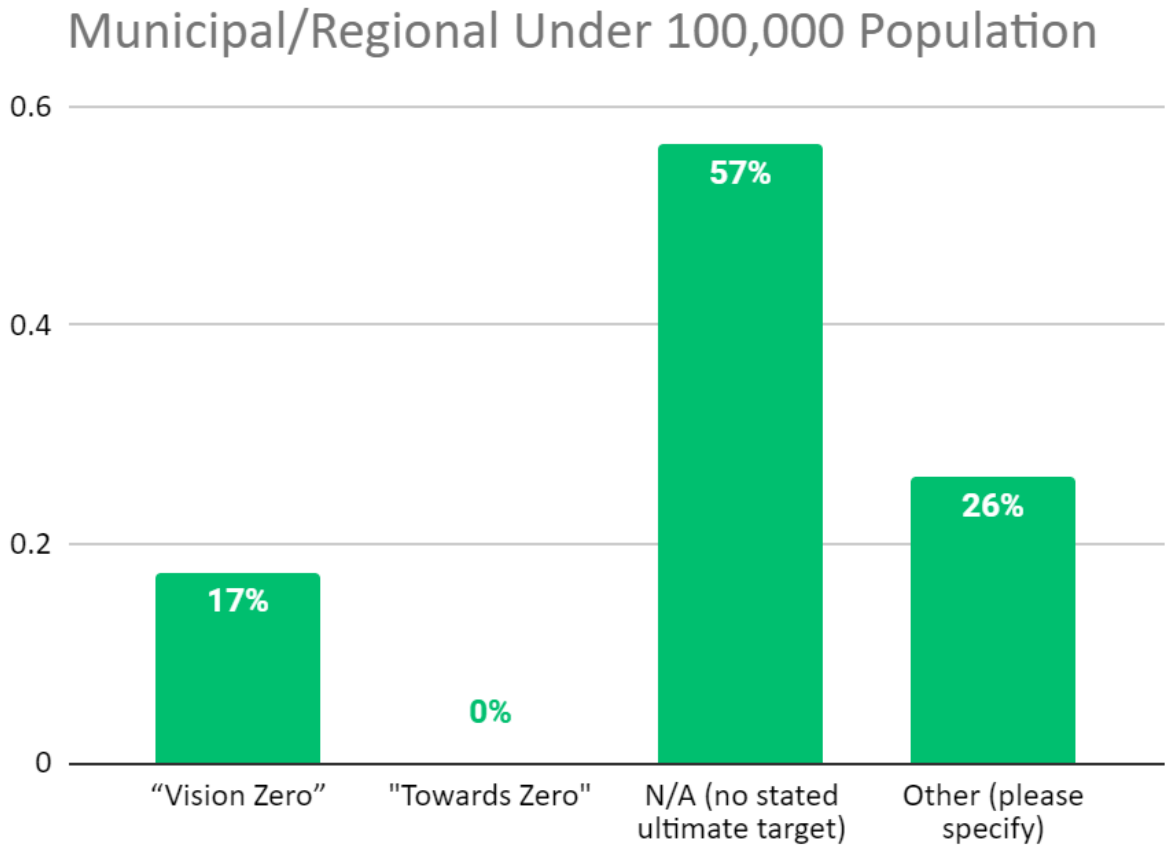
Question 11

How does your Policy or Plan refer to your ultimate target?

Municipal/Regional Over 100,000 Population		
Answer Choices	Responses	
“Vision Zero”	50%	8
"Towards Zero"	19%	3
N/A (no stated ultimate target)	13%	2
Other (please specify)	19%	3
	Answered	**16**
	Skipped	**3**


Municipal/Regional Over 100,000 Population
0.5
0.4
0.3
0.2
0.1
0
50%
19%
13%
19%
“Vision Zero”
"Towards Zero"
N/A (no stated ultimate target)
Other (please specify)

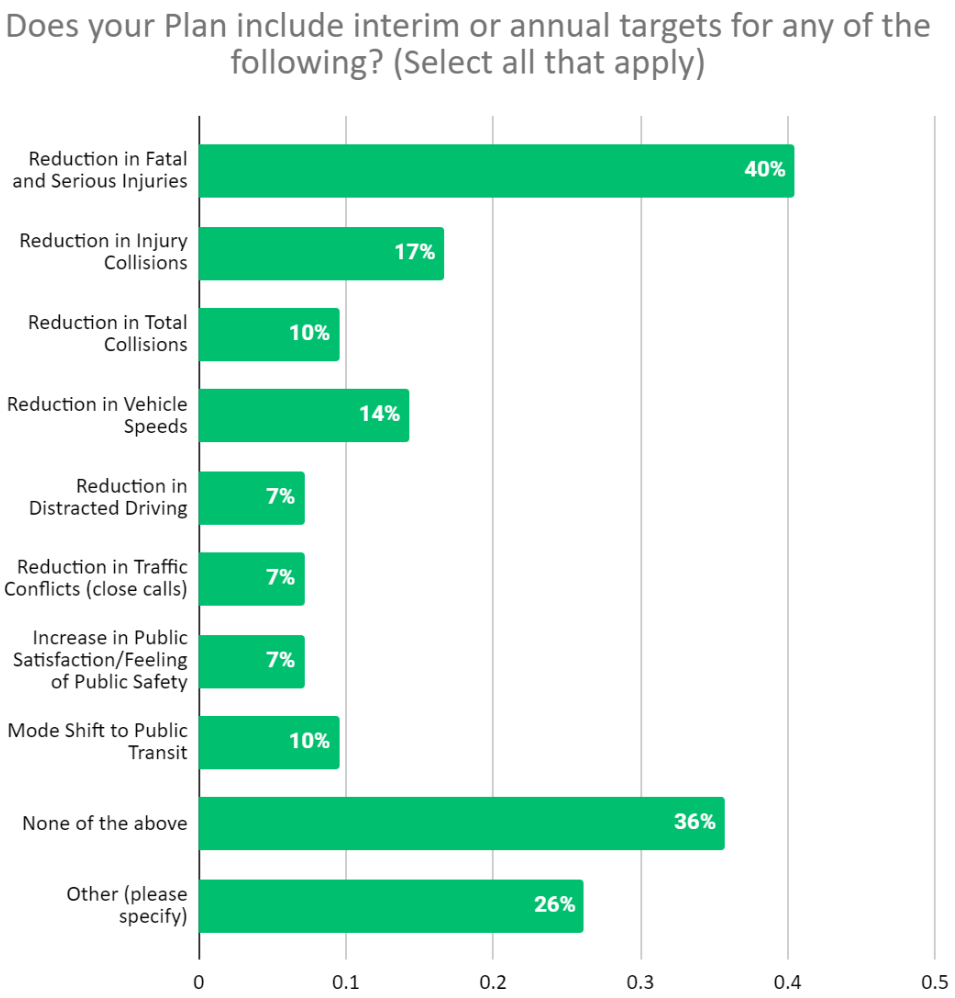
Municipal/Regional Under 100,000 Population		
Answer Choices	Responses	
“Vision Zero”	17%	4
"Towards Zero"	0%	0
N/A (no stated ultimate target)	57%	13
Other (please specify)	26%	6
	Answered	**23**
	Skipped	**17**


Municipal/Regional Under 100,000 Population
0.6
0.4
0.2
0
17%
0%
57%
26%
“Vision Zero”
"Towards Zero"
N/A (no stated ultimate target)
Other (please specify)

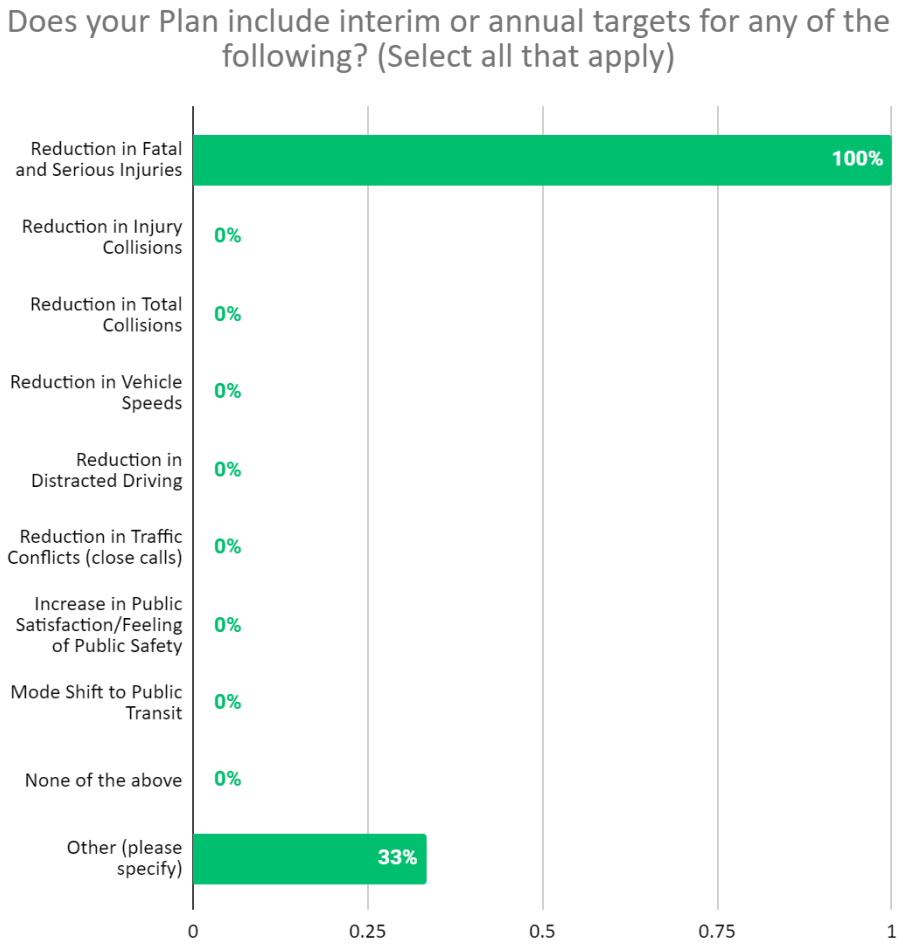
Question 12

Does your Plan include interim or annual targets for any of the following? (Select all that apply)

Aggregate Responses		
Answer Choices	Responses	
Reduction in Fatal and Serious Injuries	40%	17
Reduction in Injury Collisions	17%	7
Reduction in Total Collisions	10%	4
Reduction in Vehicle Speeds	14%	6
Reduction in Distracted Driving	7%	3
Reduction in Traffic Conflicts (close calls)	7%	3
Increase in Public Satisfaction/Feeling of Public Safety	7%	3
Mode Shift to Public Transit	10%	4
None of the above	36%	15
Other (please specify)	26%	11
	Answered	**42**
	Skipped	**23**


Does your Plan include interim or annual targets for any of the following? (Select all that apply)
Reduction in Fatal and Serious Injuries
40%
Reduction in Injury Collisions
17%
Reduction in Total Collisions
10%
Reduction in Vehicle Speeds
14%
Reduction in Distracted Driving
7%
Reduction in Traffic Conflicts (close calls)
7%
Increase in Public Satisfaction/Feeling of Public Safety
7%
Mode Shift to Public Transit
10%
None of the above
36%
Other (please specify)
26%
0
0.1
0.2
0.3
0.4
0.5

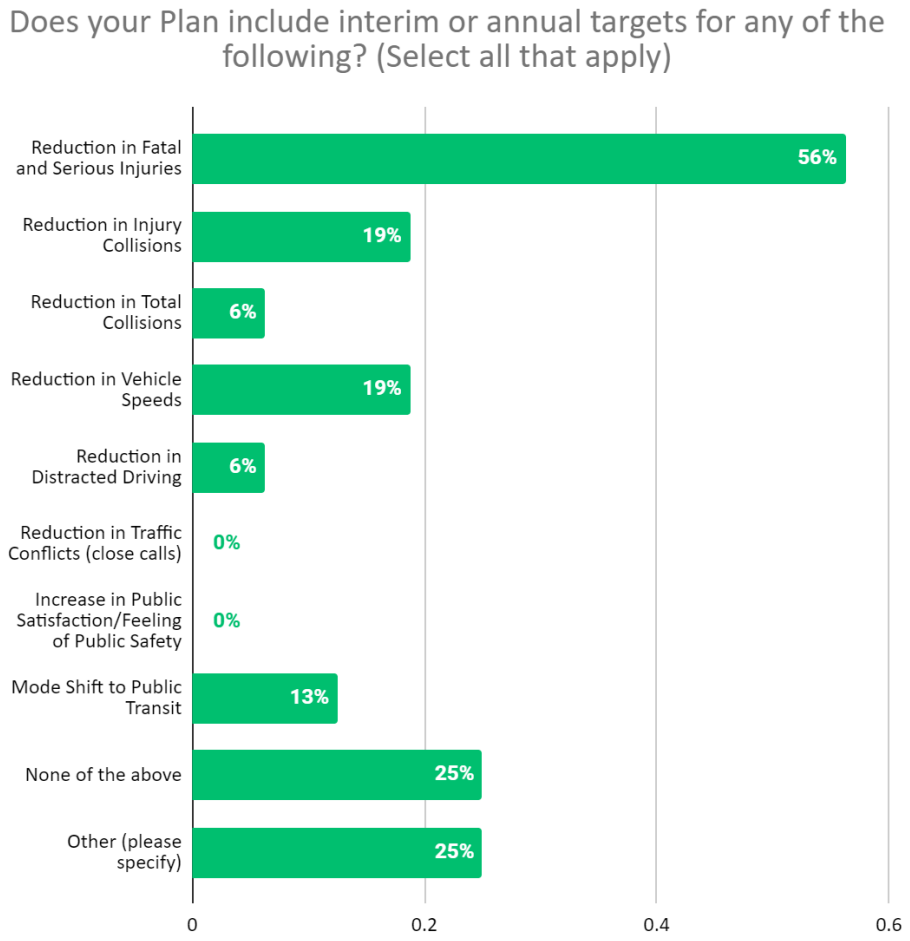
Provincial Subgroup		
Answer Choices	Responses	
Reduction in Fatal and Serious Injuries	100%	3
Reduction in Injury Collisions	0%	0
Reduction in Total Collisions	0%	0
Reduction in Vehicle Speeds	0%	0
Reduction in Distracted Driving	0%	0
Reduction in Traffic Conflicts (close calls)	0%	0
Increase in Public Satisfaction/Feeling of Public Safety	0%	0
Mode Shift to Public Transit	0%	0
None of the above	0%	0
Other (please specify)	33%	1
	Answered	**3**
	Skipped	**3**


Does your Plan include interim or annual targets for any of the following? (Select all that apply)
Reduction in Fatal and Serious Injuries
100%
Reduction in Injury Collisions
0%
Reduction in Total Collisions
0%
Reduction in Vehicle Speeds
0%
Reduction in Distracted Driving
0%
Reduction in Traffic Conflicts (close calls)
0%
Increase in Public Satisfaction/Feeling of Public Safety
0%
Mode Shift to Public Transit
0%
None of the above
0%
Other (please specify)
33%
0
0.25
0.5
0.75
1

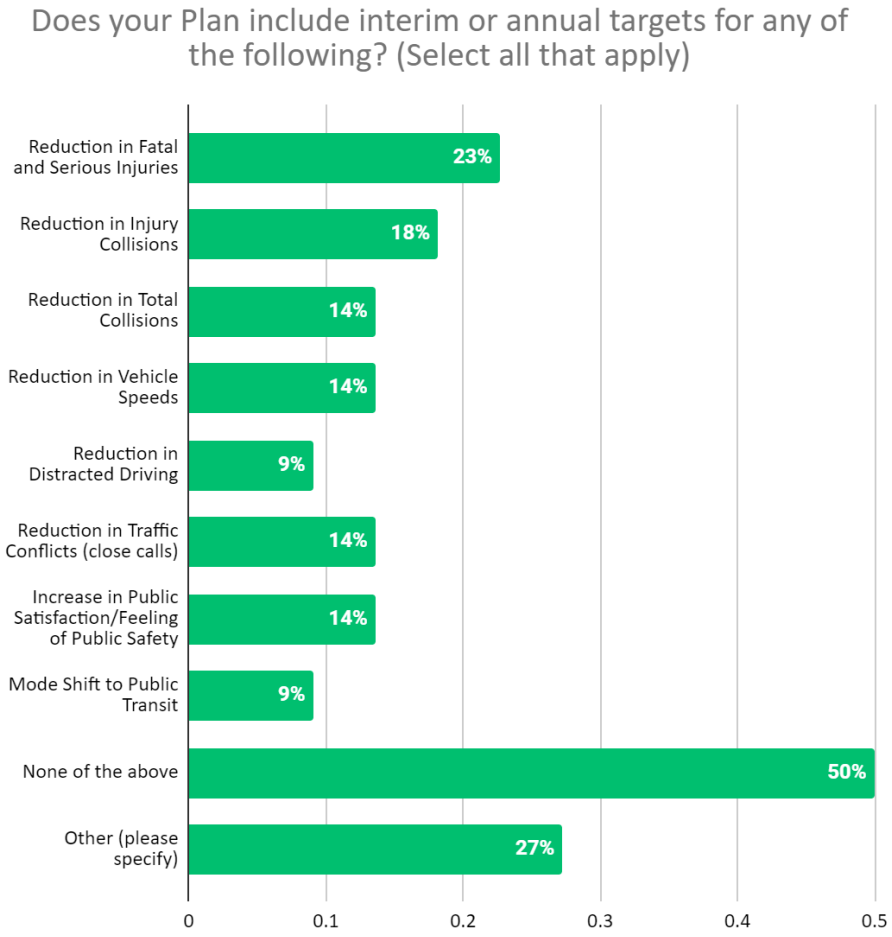
Question 12

Does your Plan include interim or annual targets for any of the following? (Select all that apply)

Municipal/Regional Over 100,000 Population		
Answer Choices	Responses	
Reduction in Fatal and Serious Injuries	56%	9
Reduction in Injury Collisions	19%	3
Reduction in Total Collisions	6%	1
Reduction in Vehicle Speeds	19%	3
Reduction in Distracted Driving	6%	1
Reduction in Traffic Conflicts (close calls)	0%	0
Increase in Public Satisfaction/Feeling of Public Safety	0%	0
Mode Shift to Public Transit	13%	2
None of the above	25%	4
Other (please specify)	25%	4
	Answered	**16**
	Skipped	**3**


Does your Plan include interim or annual targets for any of the following? (Select all that apply)
Reduction in Fatal and Serious Injuries
56%
Reduction in Injury Collisions
19%
Reduction in Total Collisions
6%
Reduction in Vehicle Speeds
19%
Reduction in Distracted Driving
6%
Reduction in Traffic Conflicts (close calls)
0%
Increase in Public Satisfaction/Feeling of Public Safety
0%
Mode Shift to Public Transit
13%
None of the above
25%
Other (please specify)
25%
0
0.2
0.4
0.6

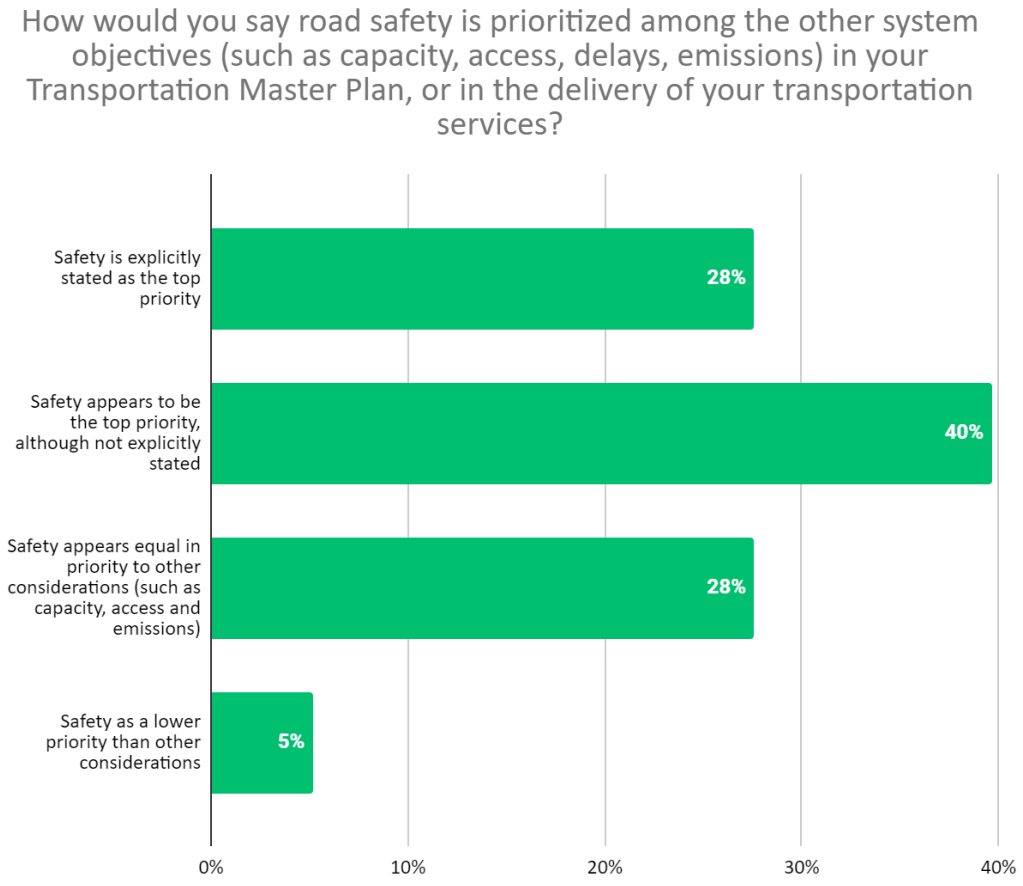
Municipal/Regional Under 100,000 Population		
Answer Choices	Responses	
Reduction in Fatal and Serious Injuries	23%	5
Reduction in Injury Collisions	18%	4
Reduction in Total Collisions	14%	3
Reduction in Vehicle Speeds	14%	3
Reduction in Distracted Driving	9%	2
Reduction in Traffic Conflicts (close calls)	14%	3
Increase in Public Satisfaction/Feeling of Public Safety	14%	3
Mode Shift to Public Transit	9%	2
None of the above	50%	11
Other (please specify)	27%	6
	Answered	**22**
	Skipped	**18**


Does your Plan include interim or annual targets for any of the following? (Select all that apply)
Reduction in Fatal and Serious Injuries
23%
Reduction in Injury Collisions
18%
Reduction in Total Collisions
14%
Reduction in Vehicle Speeds
14%
Reduction in Distracted Driving
9%
Reduction in Traffic Conflicts (close calls)
14%
Increase in Public Satisfaction/Feeling of Public Safety
14%
Mode Shift to Public Transit
9%
None of the above
50%
Other (please specify)
27%
0
0.1
0.2
0.3
0.4
0.5

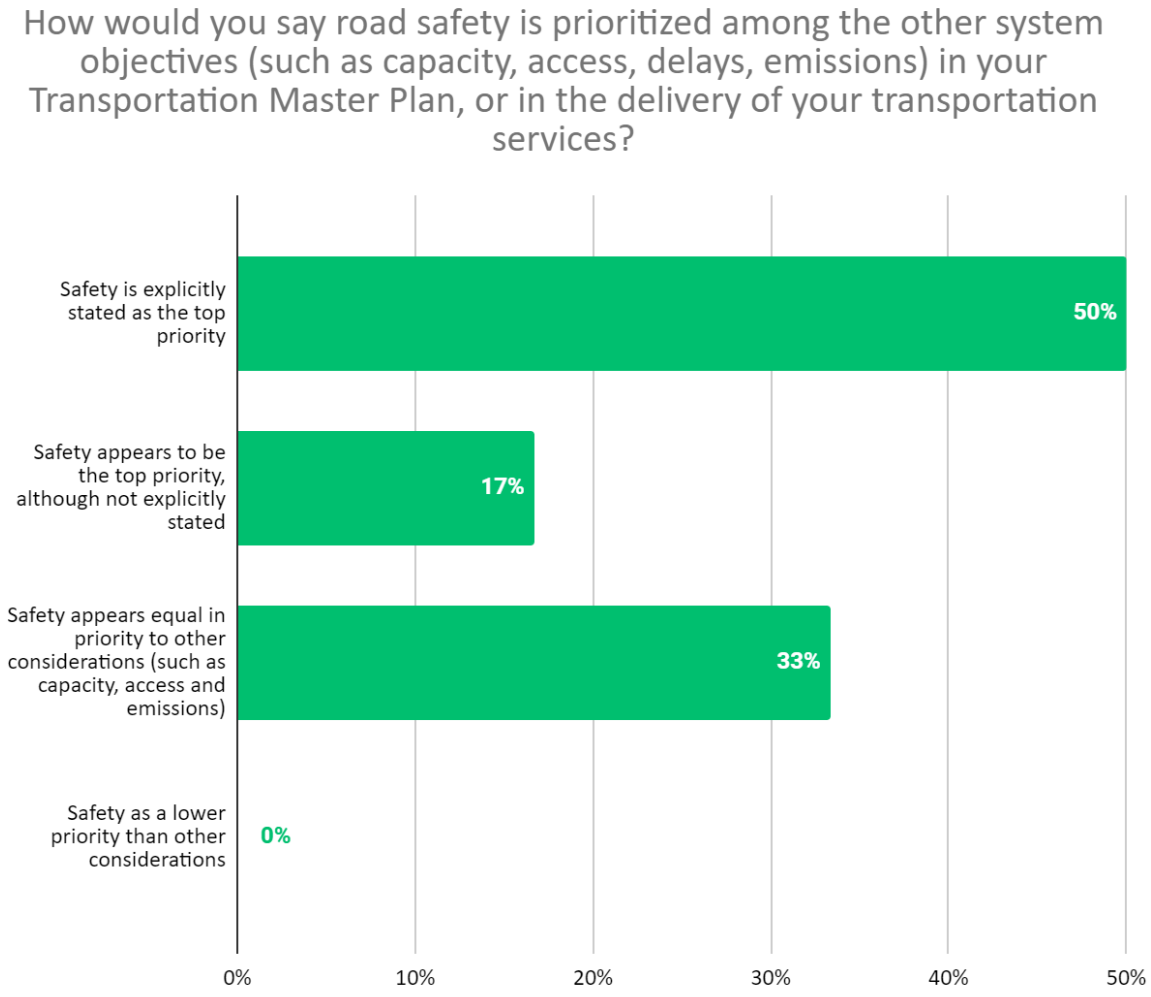
Question 13

How would you say road safety is prioritized among the other system objectives (such as capacity, access, delays, emissions) in your Transportation Master Plan, or in the delivery of your transportation services?

Aggregate Responses		
Safety is explicitly stated as the top priority	28%	16
Safety appears to be the top priority, although not explicitly stated	40%	23
Safety appears equal in priority to other considerations (such as capacity, access and emissions)	28%	16
Safety as a lower priority than other considerations	5%	3
	Answered	**58**
	Skipped	**7**


How would you say road safety is prioritized among the other system objectives (such as capacity, access, delays, emissions) in your Transportation Master Plan, or in the delivery of your transportation services?
Safety is explicitly stated as the top priority
28%
Safety appears to be the top priority, although not explicitly stated
40%
Safety appears equal in priority to other considerations (such as capacity, access and emissions)
28%
Safety as a lower priority than other considerations
5%
0%
10%
20%
30%
40%

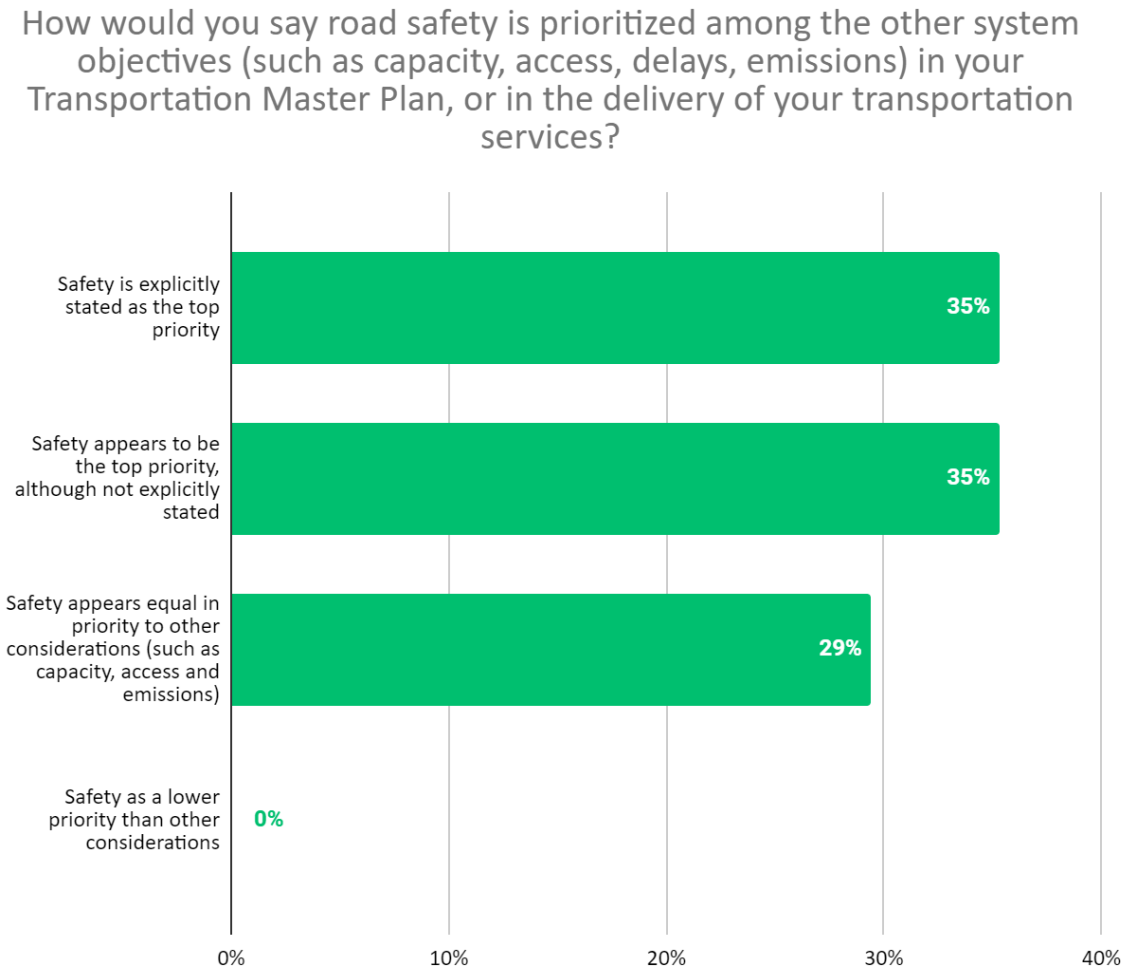
Provincial Subgroup		
Safety is explicitly stated as the top priority	50%	3
Safety appears to be the top priority, although not explicitly stated	17%	1
Safety appears equal in priority to other considerations (such as capacity, access and emissions)	33%	2
Safety as a lower priority than other considerations	0%	0
	Answered	**6**
	Skipped	**0**


How would you say road safety is prioritized among the other system objectives (such as capacity, access, delays, emissions) in your Transportation Master Plan, or in the delivery of your transportation services?
Safety is explicitly stated as the top priority
50%
Safety appears to be the top priority, although not explicitly stated
17%
Safety appears equal in priority to other considerations (such as capacity, access and emissions)
33%
Safety as a lower priority than other considerations
0%
0%
10%
20%
30%
40%
50%

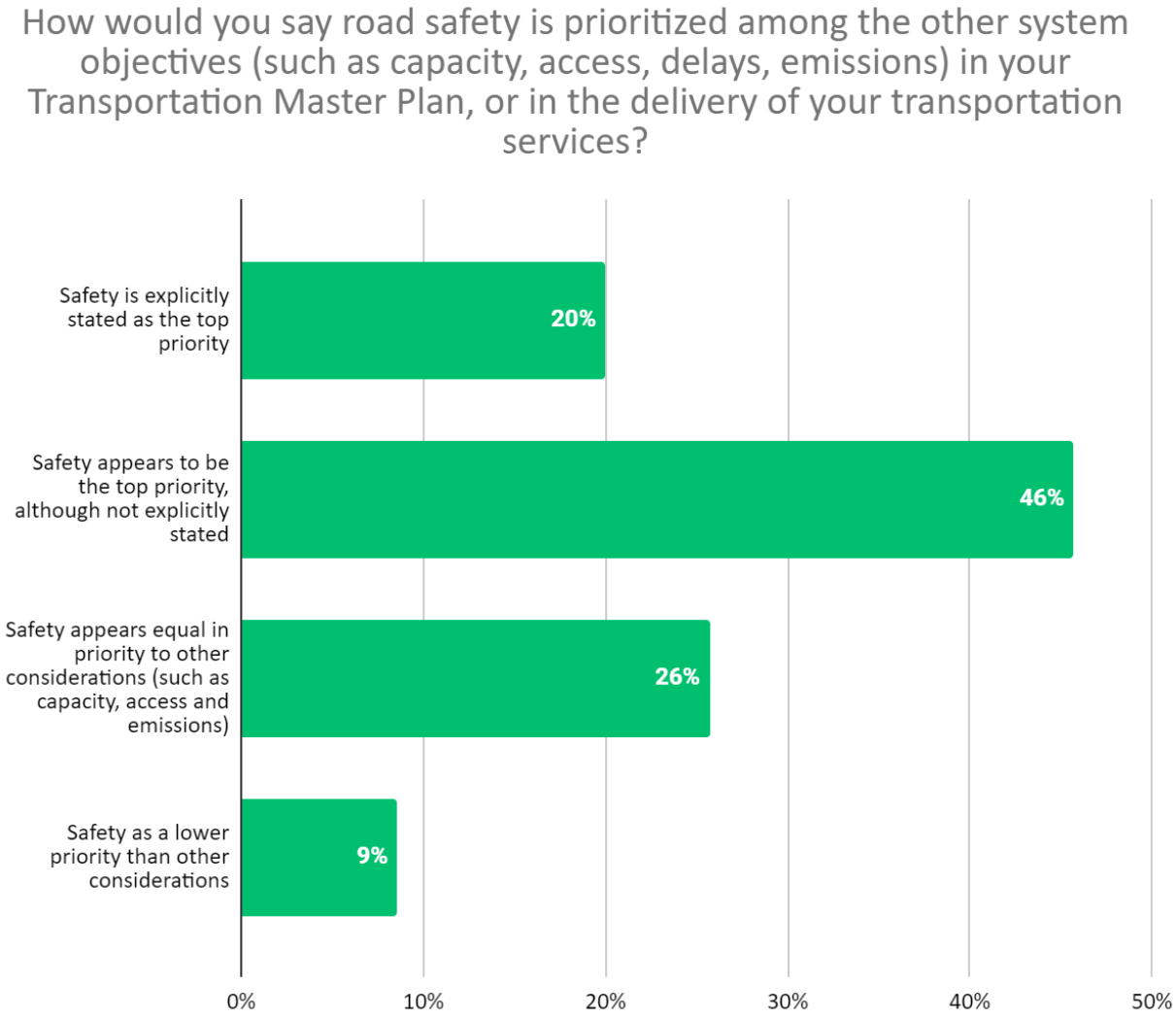
Question 13

How would you say road safety is prioritized among the other system objectives (such as capacity, access, delays, emissions) in your Transportation Master Plan, or in the delivery of your transportation services?

Municipal/Regional Over 100,000 Population		
Safety is explicitly stated as the top priority	35%	6
Safety appears to be the top priority, although not explicitly stated	35%	6
Safety appears equal in priority to other considerations (such as capacity, access and emissions)	29%	5
Safety as a lower priority than other considerations	0%	0
	Answered	**17**
	Skipped	**2**


How would you say road safety is prioritized among the other system objectives (such as capacity, access, delays, emissions) in your Transportation Master Plan, or in the delivery of your transportation services?
Safety is explicitly stated as the top priority
35%
Safety appears to be the top priority, although not explicitly stated
35%
Safety appears equal in priority to other considerations (such as capacity, access and emissions)
29%
Safety as a lower priority than other considerations
0%
0%
10%
20%
30%
40%

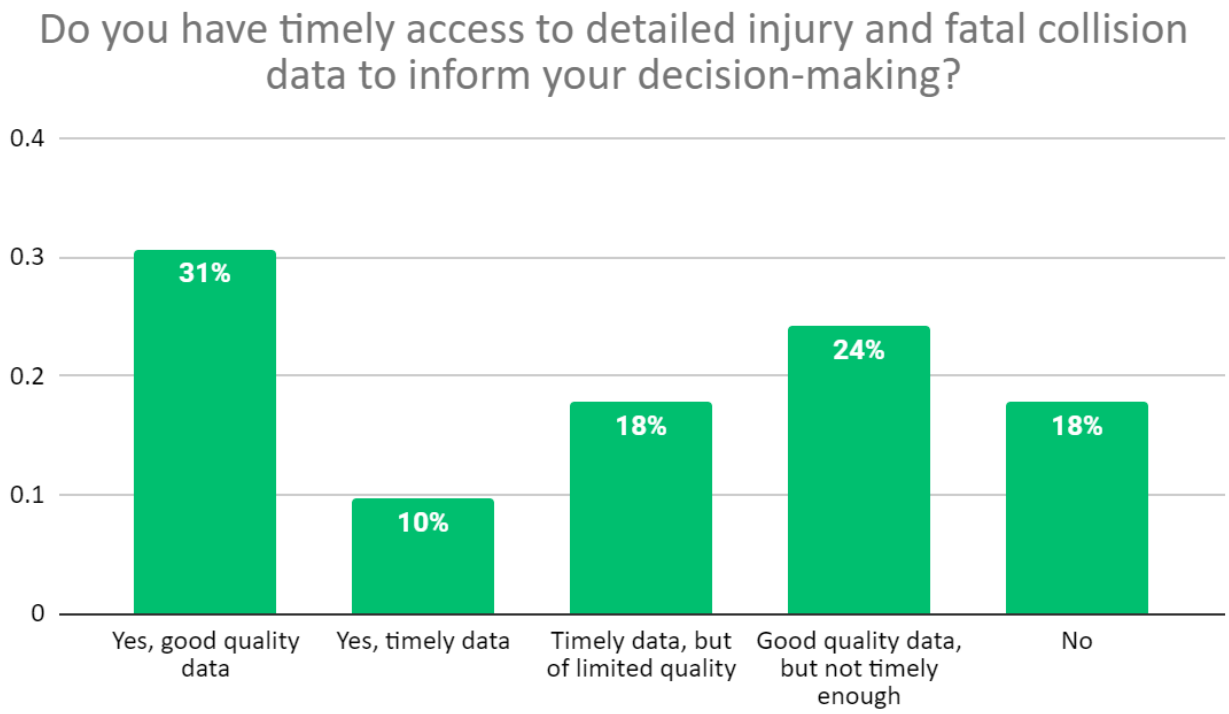
Municipal/Regional Under 100,000 Population		
Safety is explicitly stated as the top priority	20%	7
Safety appears to be the top priority, although not explicitly stated	46%	16
Safety appears equal in priority to other considerations (such as capacity, access and emissions)	26%	9
Safety as a lower priority than other considerations	9%	3
	Answered	**35**
	Skipped	**5**


How would you say road safety is prioritized among the other system objectives (such as capacity, access, delays, emissions) in your Transportation Master Plan, or in the delivery of your transportation services?
Safety is explicitly stated as the top priority
20%
Safety appears to be the top priority, although not explicitly stated
46%
Safety appears equal in priority to other considerations (such as capacity, access and emissions)
26%
Safety as a lower priority than other considerations
9%
0%
10%
20%
30%
40%
50%

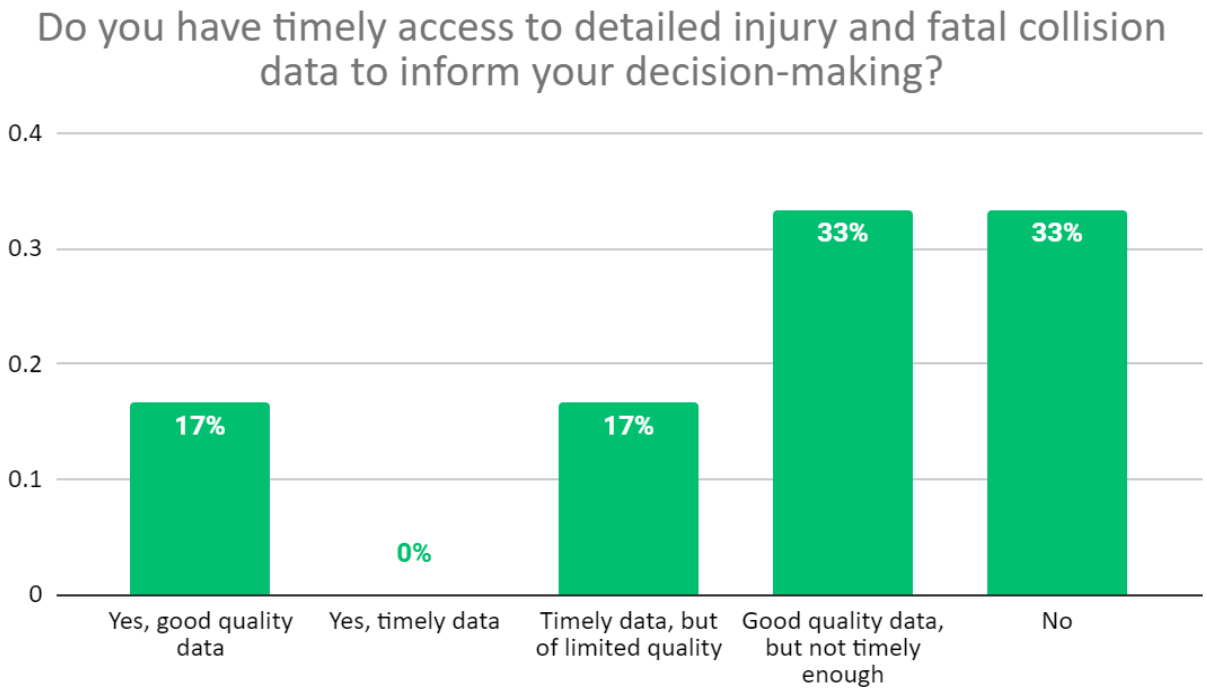
Question 14

Do you have timely access to detailed injury and fatal collision data to inform your decision-making?

Aggregate Responses		
Yes, good quality data	31%	19
Yes, timely data	10%	6
Timely data, but of limited quality	18%	11
Good quality data, but not timely enough	24%	15
No	18%	11
	Answered	**62**
	Skipped	**3**



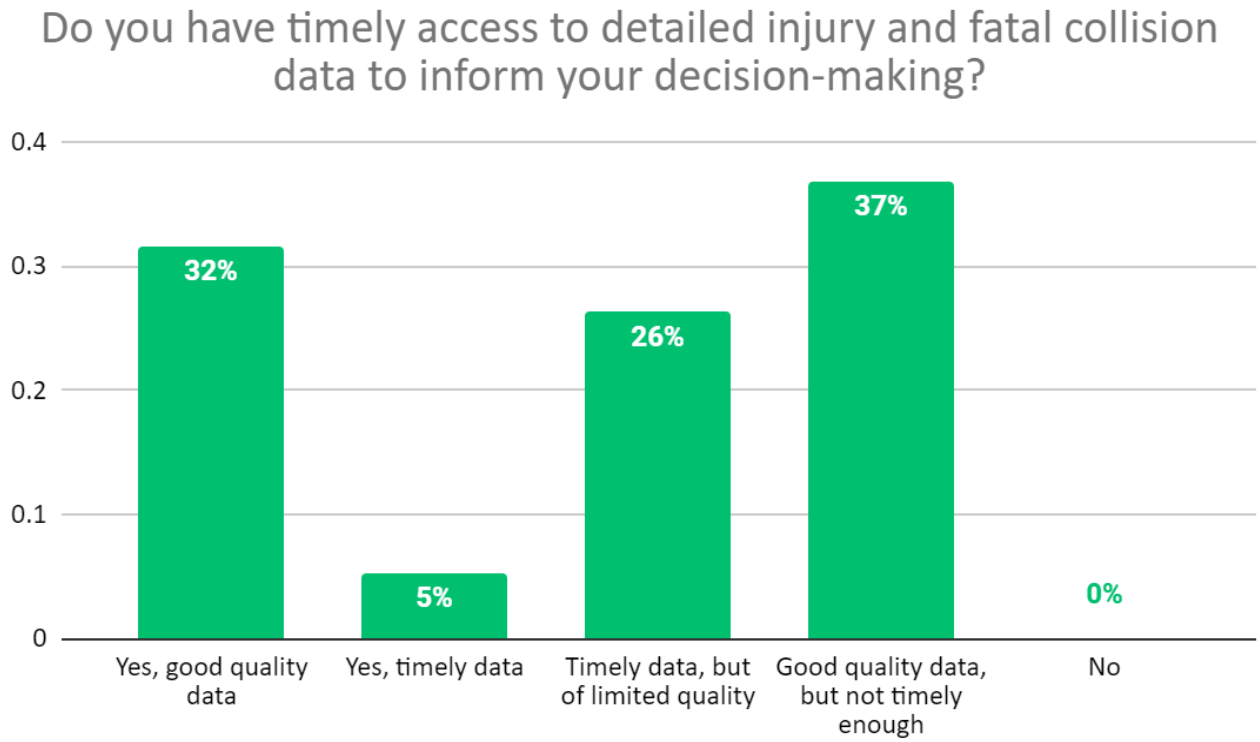
Provincial Subgroup		
Yes, good quality data	17%	1
Yes, timely data	0%	0
Timely data, but of limited quality	17%	1
Good quality data, but not timely enough	33%	2
No	33%	2
	Answered	**6**
	Skipped	**0**


Do you have timely access to detailed injury and fatal collision data to inform your decision-making?
0.4
0.3
0.2
0.1
0
17%
0%
17%
33%
33%
Yes, good quality data
Yes, timely data
Timely data, but of limited quality
Good quality data, but not timely enough
No

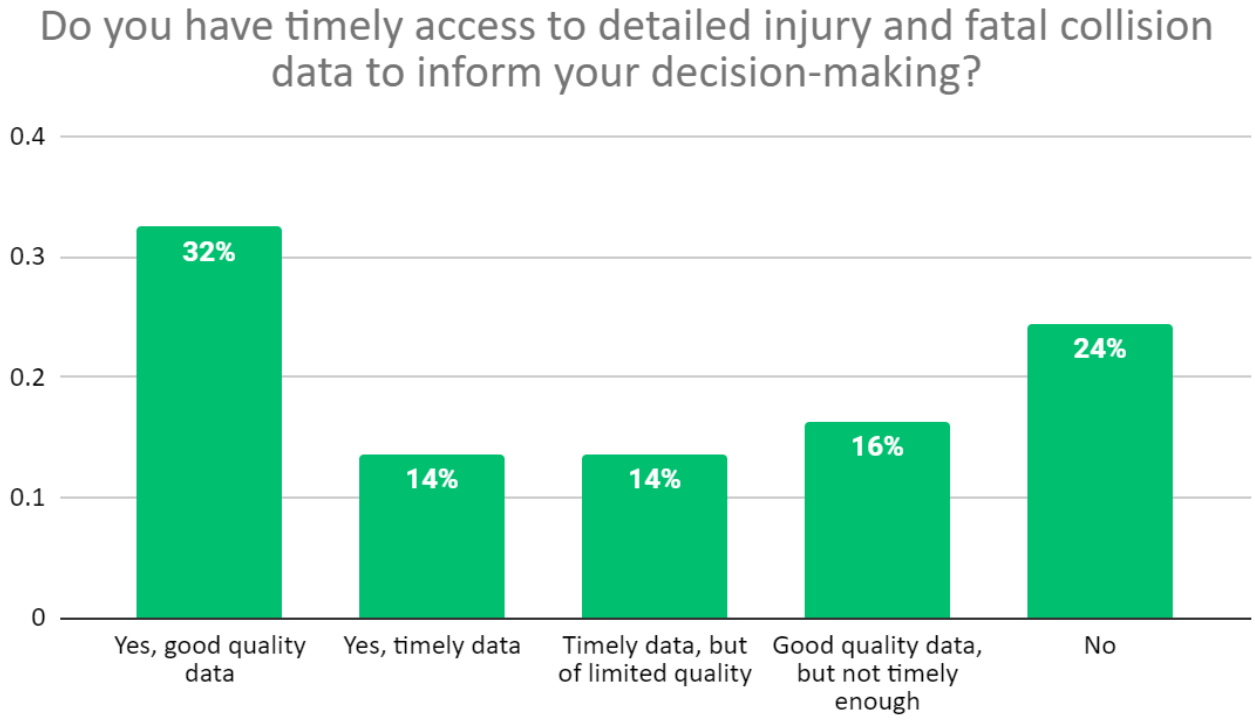
Question 14

Do you have timely access to detailed injury and fatal collision data to inform your decision-making?

Municipal/Regional Over 100,000 Population		
Yes, good quality data	32%	6
Yes, timely data	5%	1
Timely data, but of limited quality	26%	5
Good quality data, but not timely enough	37%	7
No	0%	0
	Answered	**19**
	Skipped	**0**



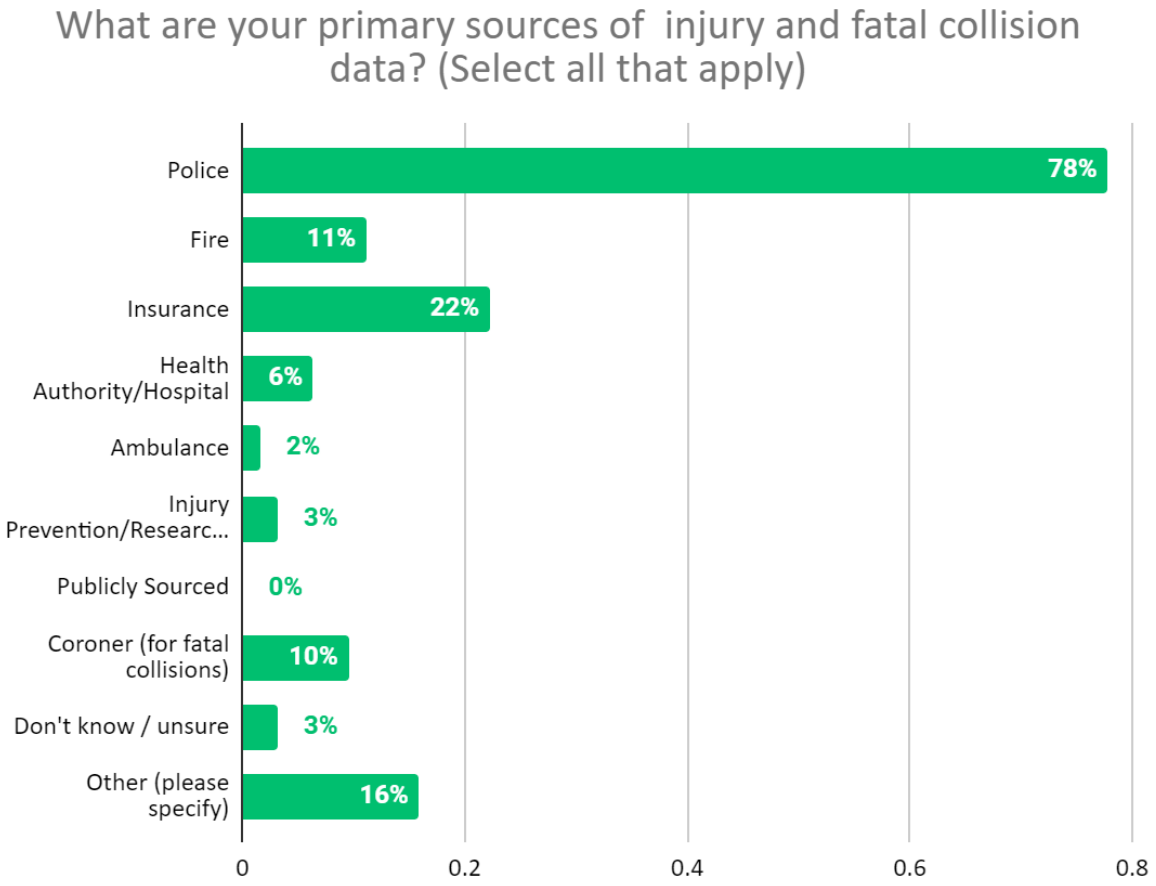
Municipal/Regional Under 100,000 Population		
Yes, good quality data	32%	12
Yes, timely data	14%	5
Timely data, but of limited quality	14%	5
Good quality data, but not timely enough	16%	6
No	24%	9
	Answered	**37**
	Skipped	**3**


Do you have timely access to detailed injury and fatal collision data to inform your decision-making?
0.4
0.3
0.2
0.1
0
32%
14%
14%
16%
24%
Yes, good quality data
Yes, timely data
Timely data, but of limited quality
Good quality data, but not timely enough
No

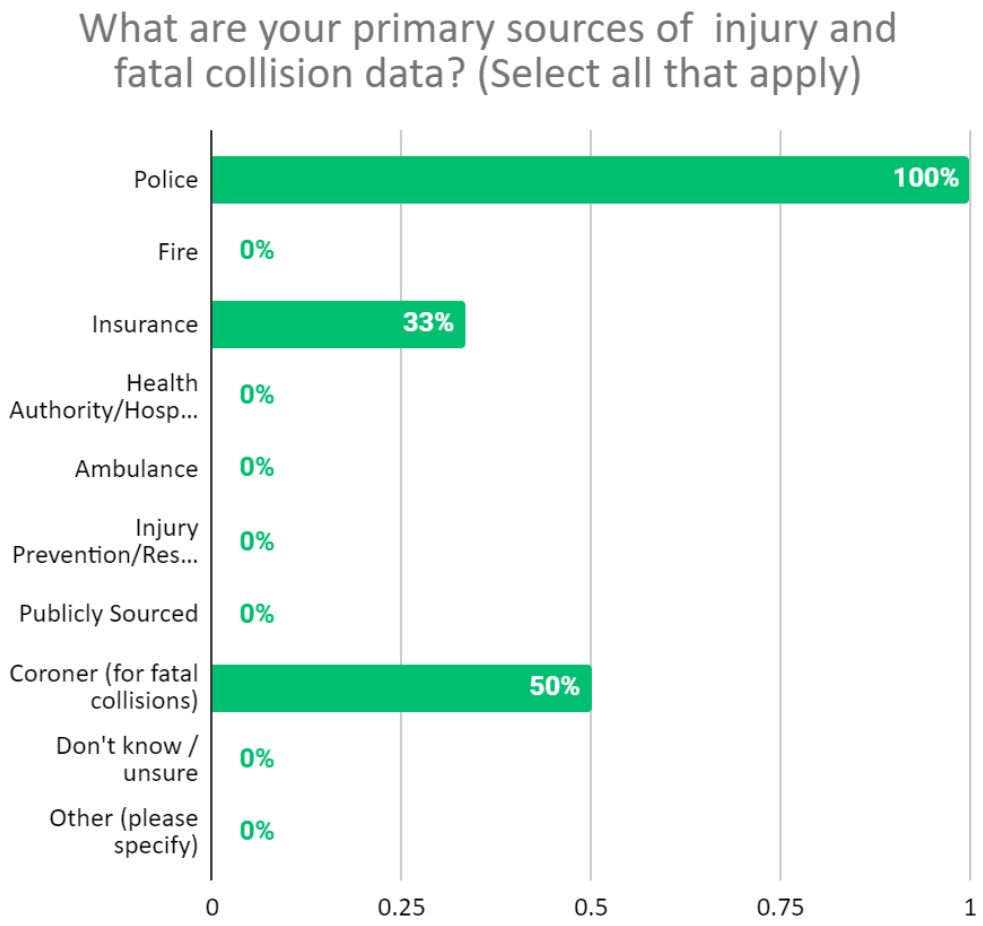
Question 15

What are your primary sources of injury and fatal collision data? (Select all that apply)

Aggregate Responses		
Answer Choices	Responses	
Police	78%	49
Fire	11%	7
Insurance	22%	14
Health Authority/Hospital	6%	4
Ambulance	2%	1
Injury Prevention/Research Agency	3%	2
Publicly Sourced	0%	0
Coroner (for fatal collisions)	10%	6
Don't know / unsure	3%	2
Other (please specify)	16%	10
	Answered	**63**
	Skipped	**2**


What are your primary sources of injury and fatal collision data? (Select all that apply)
Police
78%
Fire
11%
Insurance
22%
Health Authority/Hospital
6%
Ambulance
2%
Injury Prevention/Researc...
3%
Publicly Sourced
0%
Coroner (for fatal collisions)
10%
Don't know / unsure
3%
Other (please specify)
16%
0
0.2
0.4
0.6
0.8

Provincial Subgroup		
Answer Choices	Responses	
Police	100%	6
Fire	0%	0
Insurance	33%	2
Health Authority/Hospital	0%	0
Ambulance	0%	0
Injury Prevention/Research Agency	0%	0
Publicly Sourced	0%	0
Coroner (for fatal collisions)	50%	3
Don't know / unsure	0%	0
Other (please specify)	0%	0
	Answered	**6**
	Skipped	**0**

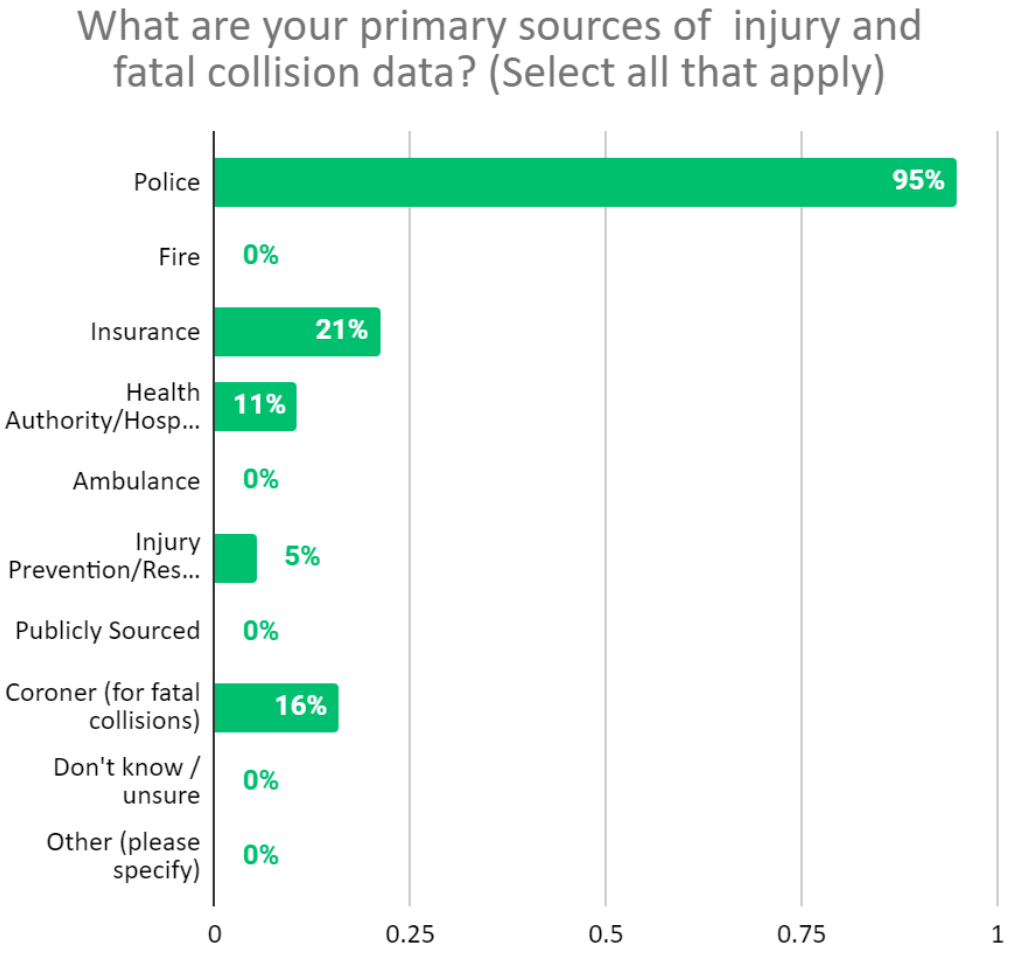


Question 15

What are your primary sources of injury and fatal collision data? (Select all that apply)

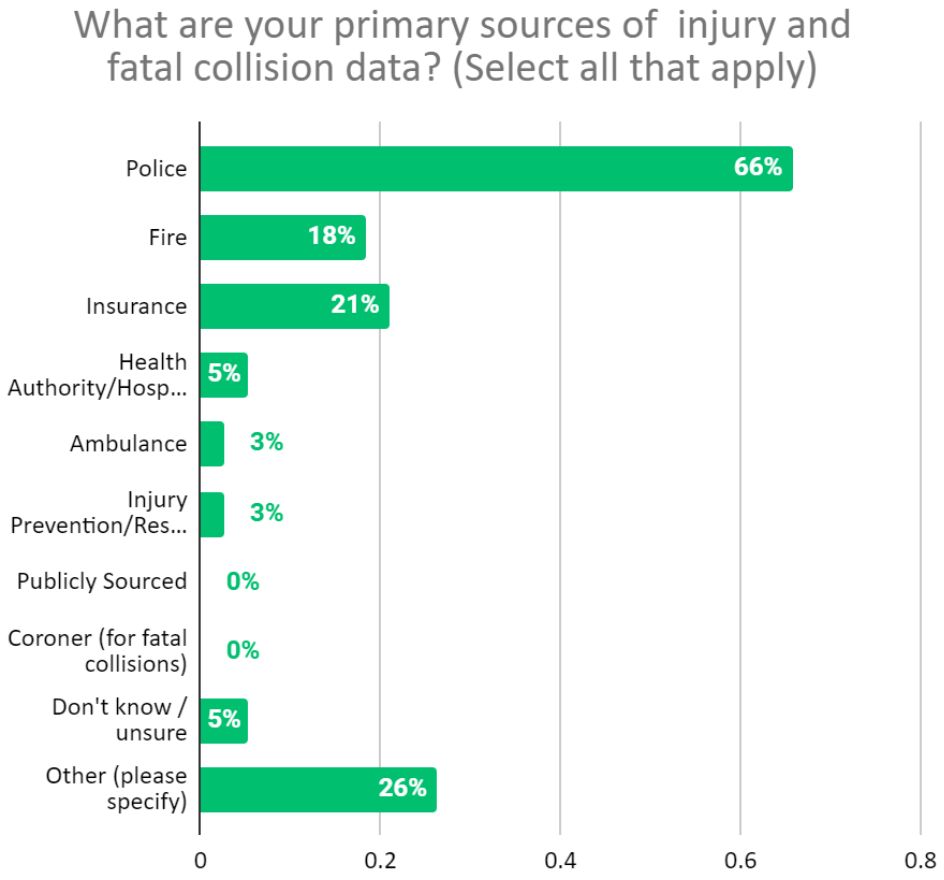
Municipal/Regional Over 100,000 Population		
Answer Choices	Responses	
Police	95%	18
Fire	0%	0
Insurance	21%	4

Health Authority/Hospital	11%	2
Ambulance	0%	0
Injury Prevention/Research Agency	5%	1
Publicly Sourced	0%	0
Coroner (for fatal collisions)	16%	3
Don't know / unsure	0%	0
Other (please specify)	0%	0
	Answered	**19**
	Skipped	**0**


What are your primary sources of injury and fatal collision data? (Select all that apply)
Police
95%
Fire
0%
Insurance
21%
Health Authority/Hosp...
11%
Ambulance
0%
Injury Prevention/Res...
5%
Publicly Sourced
0%
Coroner (for fatal collisions)
16%
Don't know / unsure
0%
Other (please specify)
0%
0
0.25
0.5
0.75
1

Municipal/Regional Under 100,000 Population		
Answer Choices	Responses	
Police	66%	25
Fire	18%	7
Insurance	21%	8
Health Authority/Hospital	5%	2
Ambulance	3%	1
Injury Prevention/Research Agency	3%	1
Publicly Sourced	0%	0
Coroner (for fatal collisions)	0%	0
Don't know / unsure	5%	2
Other (please specify)	26%	10
	Answered	**38**
	Skipped	**2**

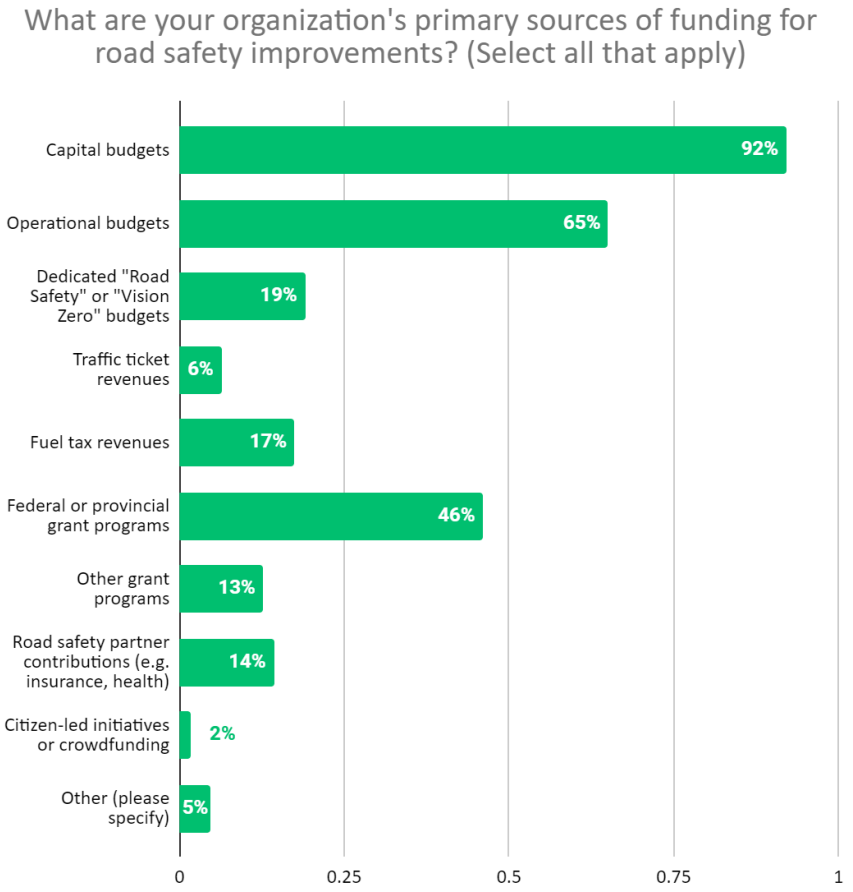
Other includes: MTO ARIS, ICBC, Department of Transportation, ICBC, Yukon Government Motor Vehicles Department. Trying to get access to ministry database but have been unsuccessful, Not Applicable, ICBC, MTO's ERIS Portal


What are your primary sources of injury and fatal collision data? (Select all that apply)
Police
66%
Fire
18%
Insurance
21%
Health Authority/Hosp...
5%
Ambulance
3%
Injury Prevention/Res...
3%
Publicly Sourced
0%
Coroner (for fatal collisions)
0%
Don't know / unsure
5%
Other (please specify)
26%
0
0.2
0.4
0.6
0.8

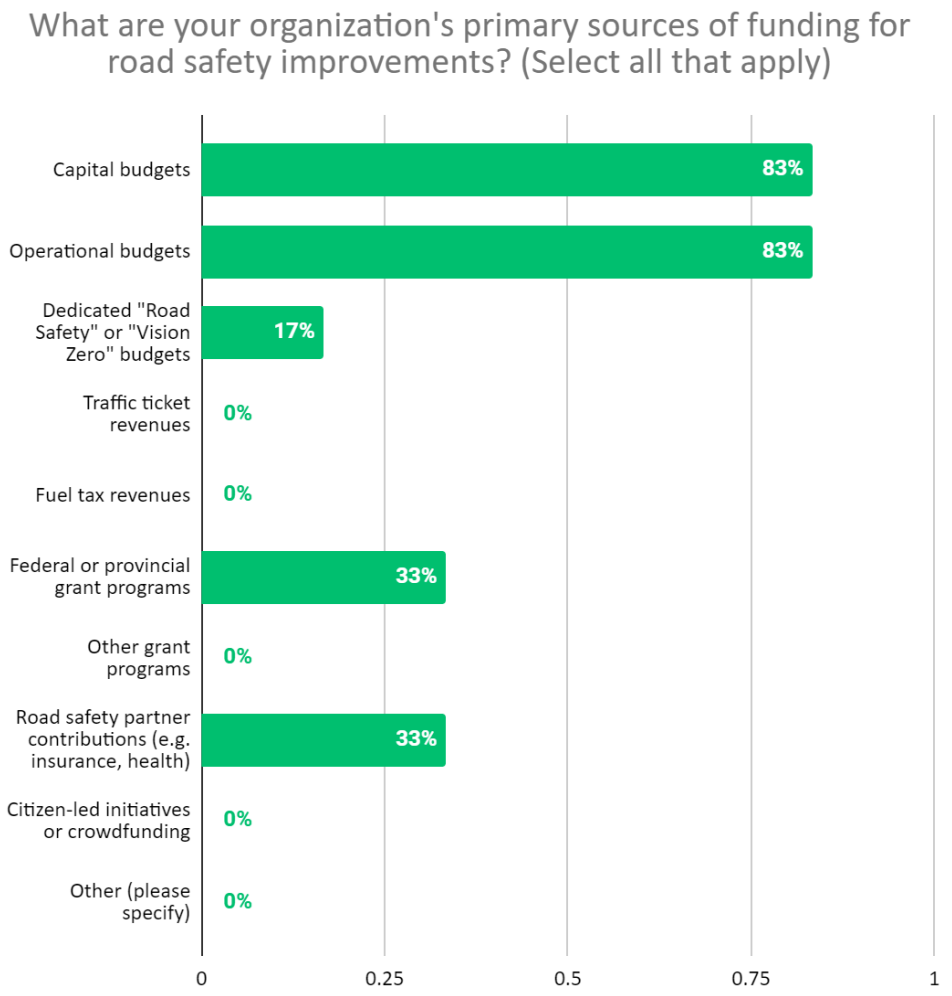
Question 16

What are your organization's primary sources of funding for road safety improvements? (Select all that apply)

Aggregate Responses		
Answer Choices	Responses	
Capital budgets	92%	58
Operational budgets	65%	41
Dedicated "Road Safety" or "Vision Zero" budgets	19%	12
Traffic ticket revenues	6%	4
Fuel tax revenues	17%	11
Federal or provincial grant programs	46%	29
Other grant programs	13%	8
Road safety partner contributions (e.g. insurance, health)	14%	9
Citizen-led initiatives or crowdfunding	2%	1
Other (please specify)	5%	3
	Answered	**63**
	Skipped	**2**


What are your organization's primary sources of funding for road safety improvements? (Select all that apply)
Capital budgets
92%
Operational budgets
65%
Dedicated "Road Safety" or "Vision Zero" budgets
19%
Traffic ticket revenues
6%
Fuel tax revenues
17%
Federal or provincial grant programs
46%
Other grant programs
13%
Road safety partner contributions (e.g. insurance, health)
14%
Citizen-led initiatives or crowdfunding
2%
Other (please specify)
5%
0
0.25
0.5
0.75
1

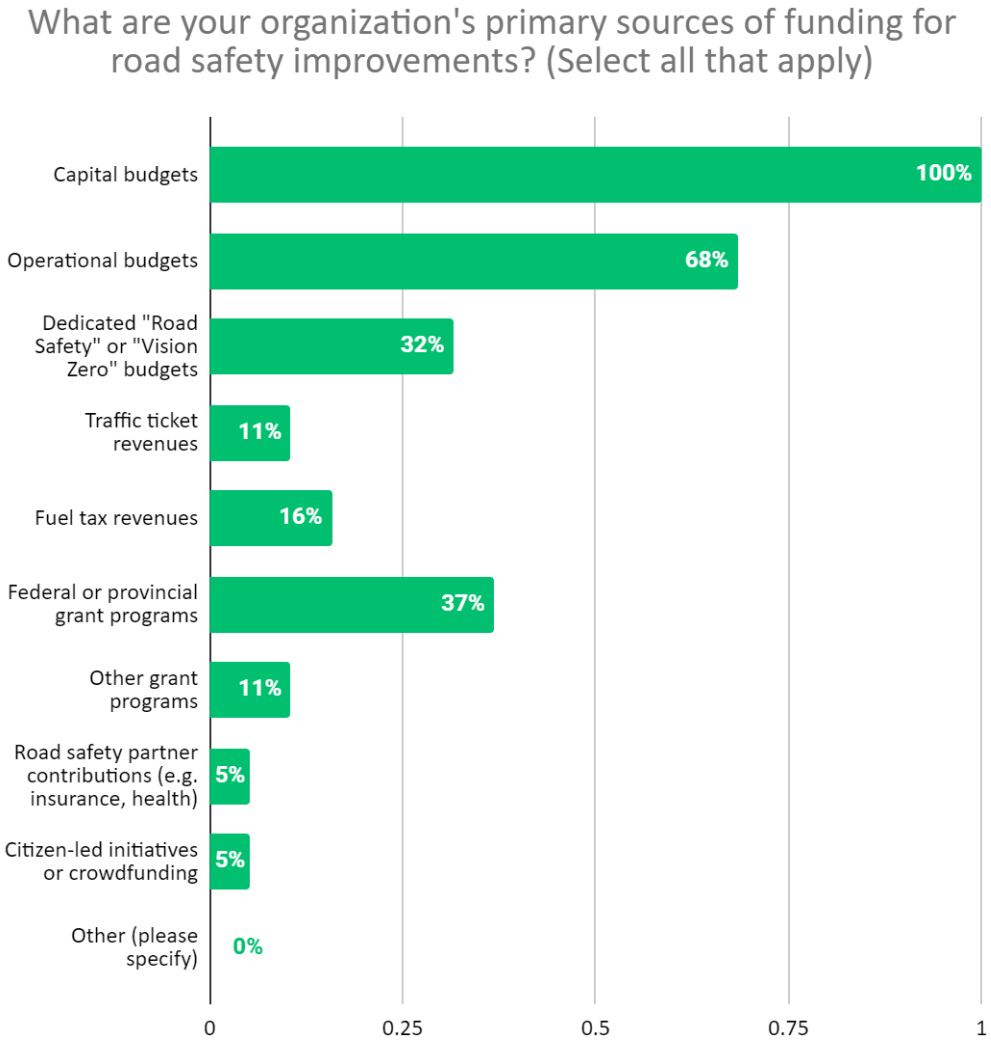
Provincial Subgroup		
Answer Choices	Responses	
Capital budgets	83%	5
Operational budgets	83%	5
Dedicated "Road Safety" or "Vision Zero" budgets	17%	1
Traffic ticket revenues	0%	0
Fuel tax revenues	0%	0
Federal or provincial grant programs	33%	2
Other grant programs	0%	0
Road safety partner contributions (e.g. insurance, health)	33%	2
Citizen-led initiatives or crowdfunding	0%	0
Other (please specify)	0%	0
	Answered	**6**
	Skipped	**0**


What are your organization's primary sources of funding for road safety improvements? (Select all that apply)
Capital budgets
83%
Operational budgets
83%
Dedicated "Road Safety" or "Vision Zero" budgets
17%
Traffic ticket revenues
0%
Fuel tax revenues
0%
Federal or provincial grant programs
33%
Other grant programs
0%
Road safety partner contributions (e.g. insurance, health)
33%
Citizen-led initiatives or crowdfunding
0%
Other (please specify)
0%
0
0.25
0.5
0.75
1

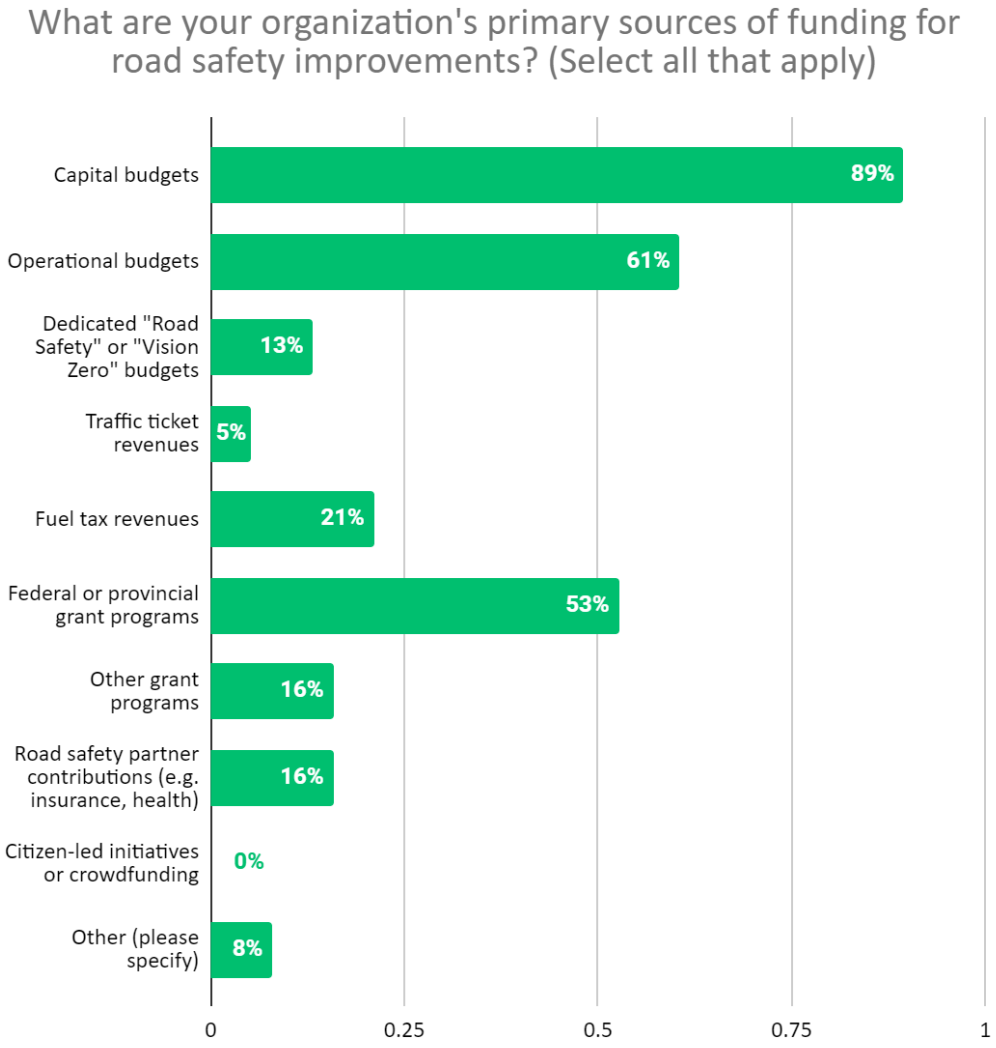
Question 16

What are your organization's primary sources of funding for road safety improvements? (Select all that apply)

Municipal/Regional Over 100,000 Population		
Answer Choices	Responses	
Capital budgets	100%	19
Operational budgets	68%	13
Dedicated "Road Safety" or "Vision Zero" budgets	32%	6
Traffic ticket revenues	11%	2
Fuel tax revenues	16%	3
Federal or provincial grant programs	37%	7
Other grant programs	11%	2
Road safety partner contributions (e.g. insurance, health)	5%	1
Citizen-led initiatives or crowdfunding	5%	1
Other (please specify)	0%	0
	Answered	**19**
	Skipped	**0**


What are your organization's primary sources of funding for road safety improvements? (Select all that apply)
Capital budgets
100%
Operational budgets
68%
Dedicated "Road Safety" or "Vision Zero" budgets
32%
Traffic ticket revenues
11%
Fuel tax revenues
16%
Federal or provincial grant programs
37%
Other grant programs
11%
Road safety partner contributions (e.g. insurance, health)
5%
Citizen-led initiatives or crowdfunding
5%
Other (please specify)
0%
0
0.25
0.5
0.75
1

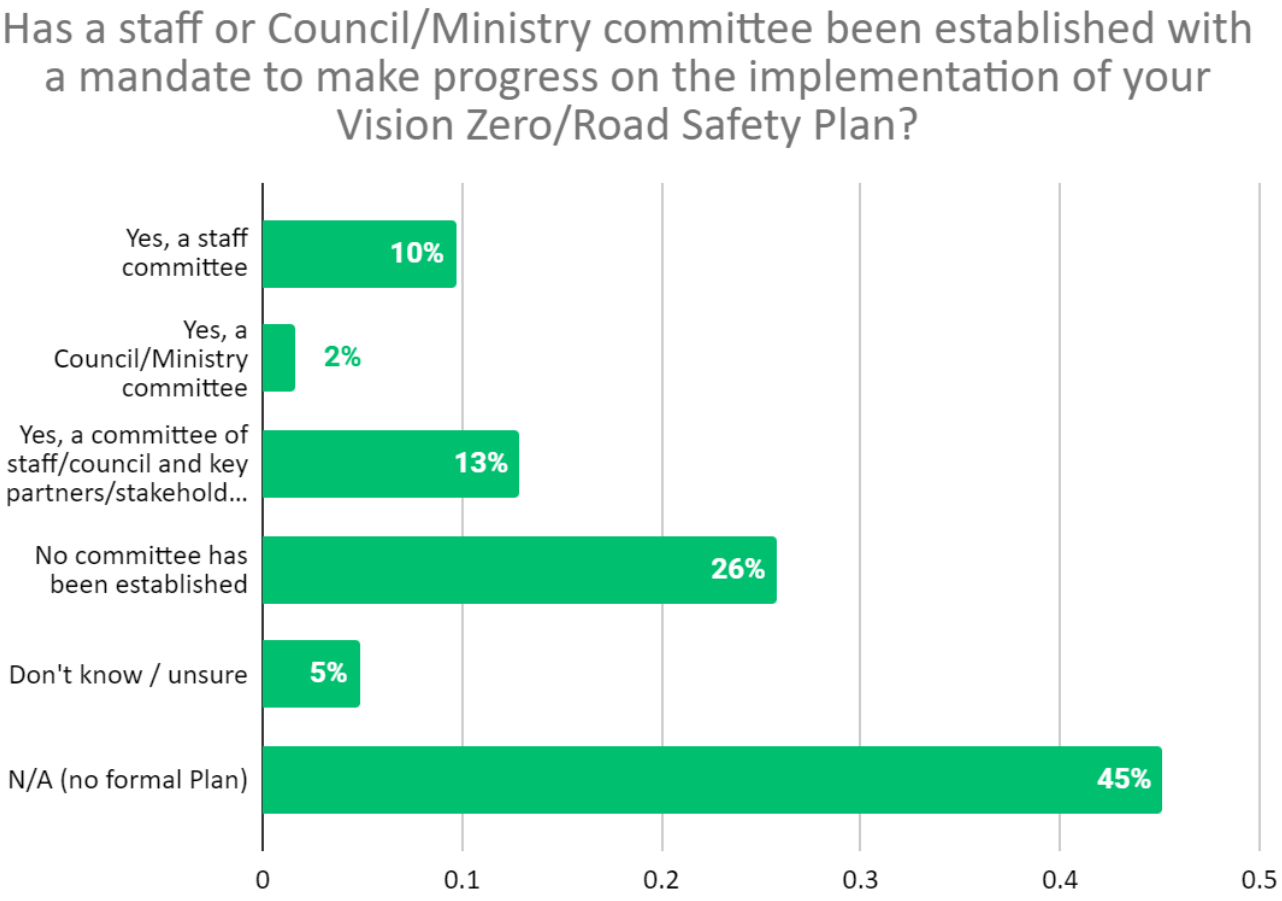
Municipal/Regional Under 100,000 Population		
Answer Choices	Responses	
Capital budgets	89%	34
Operational budgets	61%	23
Dedicated "Road Safety" or "Vision Zero" budgets	13%	5
Traffic ticket revenues	5%	2
Fuel tax revenues	21%	8
Federal or provincial grant programs	53%	20
Other grant programs	16%	6
Road safety partner contributions (e.g. insurance, health)	16%	6
Citizen-led initiatives or crowdfunding	0%	0
Other (please specify)	8%	3
	Answered	**38**
	Skipped	**2**


What are your organization's primary sources of funding for road safety improvements? (Select all that apply)
Capital budgets
89%
Operational budgets
61%
Dedicated "Road Safety" or "Vision Zero" budgets
13%
Traffic ticket revenues
5%
Fuel tax revenues
21%
Federal or provincial grant programs
53%
Other grant programs
16%
Road safety partner contributions (e.g. insurance, health)
16%
Citizen-led initiatives or crowdfunding
0%
Other (please specify)
8%
0
0.25
0.5
0.75
1

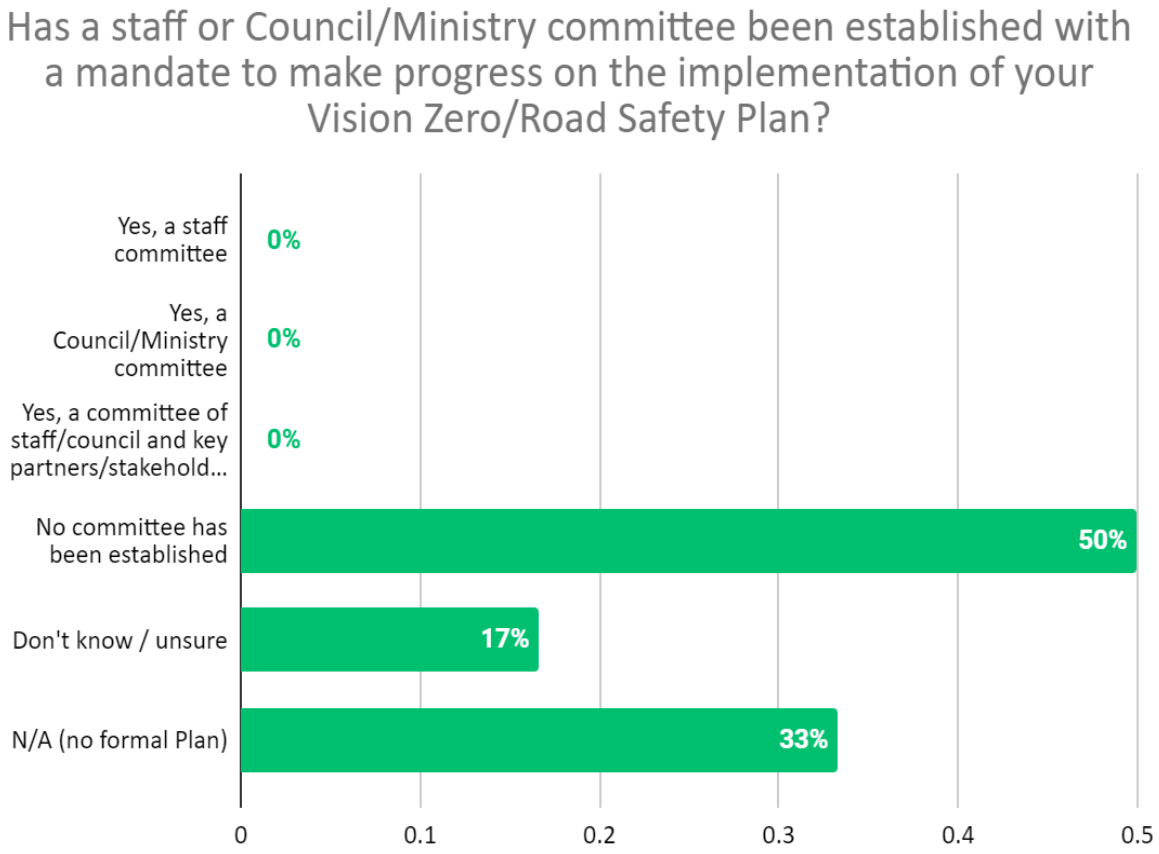
Question 17

Has a staff or Council/Ministry committee been established with a mandate to make progress on the implementation of your Vision Zero/Road Safety Plan?

Aggregate Responses		
Answer Choices	Responses	
Yes, a staff committee	10%	6
Yes, a Council/Ministry committee	2%	1
Yes, a committee of staff/council and key partners/stakeholders	13%	8
No committee has been established	26%	16
Don't know / unsure	5%	3
N/A (no formal Plan)	45%	28
	Answered	**62**
	Skipped	**3**


Has a staff or Council/Ministry committee been established with a mandate to make progress on the implementation of your Vision Zero/Road Safety Plan?
Yes, a staff committee
10%
Yes, a Council/Ministry committee
2%
Yes, a committee of staff/council and key partners/stakehold...
13%
No committee has been established
26%
Don't know / unsure
5%
N/A (no formal Plan)
45%
0
0.1
0.2
0.3
0.4
0.5

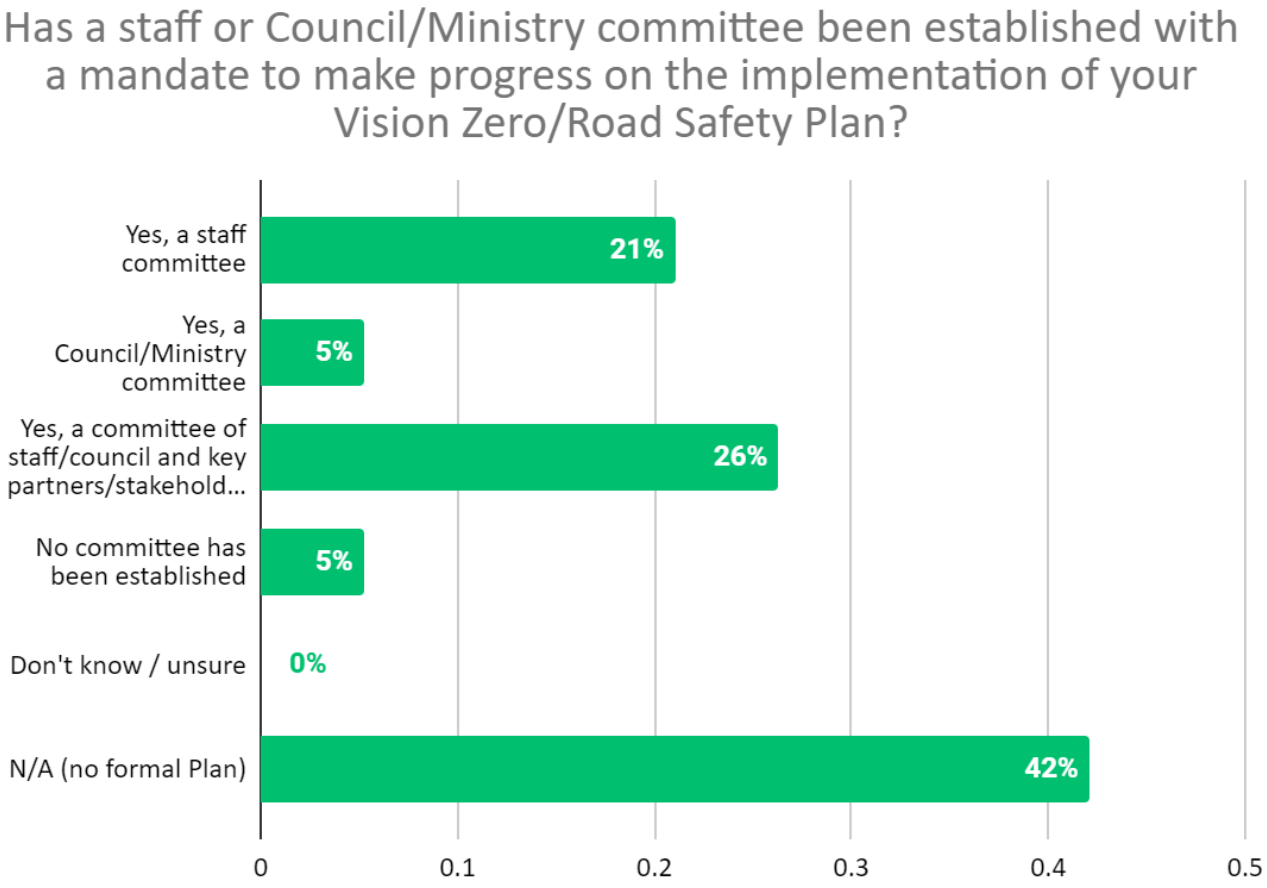
Provincial Subgroup		
Answer Choices	Responses	
Yes, a staff committee	0%	0
Yes, a Council/Ministry committee	0%	0
Yes, a committee of staff/council and key partners/stakeholders	0%	0
No committee has been established	50%	3
Don't know / unsure	17%	1
N/A (no formal Plan)	33%	2
	Answered	**6**
	Skipped	**0**


Has a staff or Council/Ministry committee been established with a mandate to make progress on the implementation of your Vision Zero/Road Safety Plan?
Yes, a staff committee
0%
Yes, a Council/Ministry committee
0%
Yes, a committee of staff/council and key partners/stakehold...
0%
No committee has been established
50%
Don't know / unsure
17%
N/A (no formal Plan)
33%
0
0.1
0.2
0.3
0.4
0.5

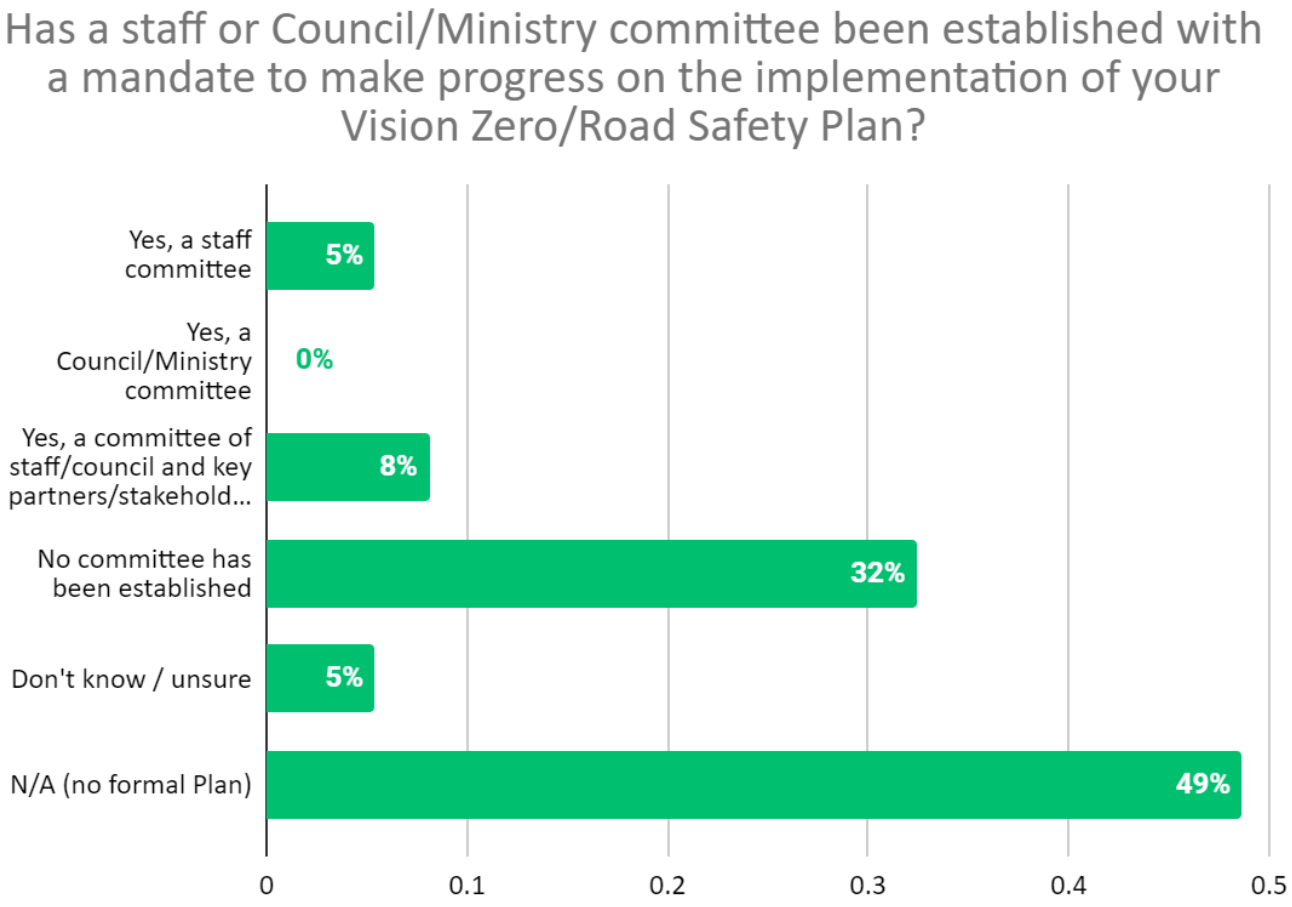
Question 17

Has a staff or Council/Ministry committee been established with a mandate to make progress on the implementation of your Vision Zero/Road Safety Plan?

Municipal/Regional Over 100,000 Population		
Answer Choices	Responses	
Yes, a staff committee	21%	4
Yes, a Council/Ministry committee	5%	1
Yes, a committee of staff/council and key partners/stakeholders	26%	5
No committee has been established	5%	1
Don't know / unsure	0%	0
N/A (no formal Plan)	42%	8
	Answered	**19**
	Skipped	**0**


Has a staff or Council/Ministry committee been established with a mandate to make progress on the implementation of your Vision Zero/Road Safety Plan?
Yes, a staff committee
21%
Yes, a Council/Ministry committee
5%
Yes, a committee of staff/council and key partners/stakehold...
26%
No committee has been established
5%
Don't know / unsure
0%
N/A (no formal Plan)
42%
0
0.1
0.2
0.3
0.4
0.5

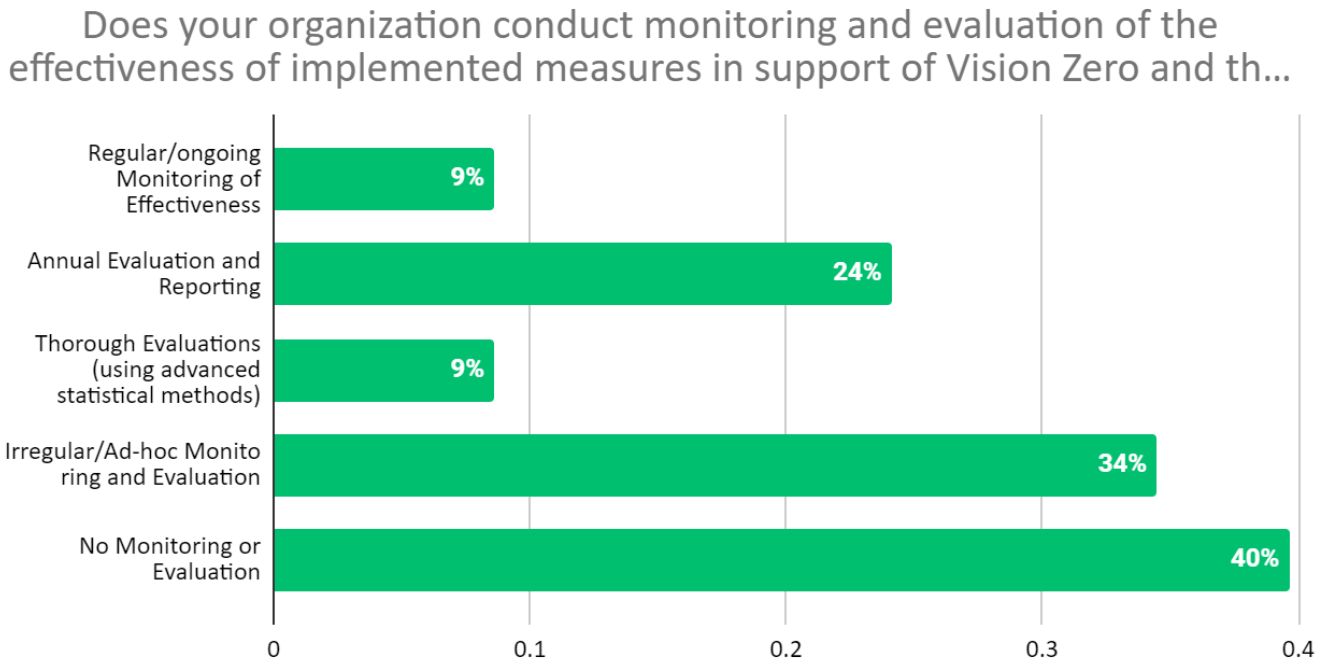
Municipal/Regional Under 100,000 Population		
Answer Choices	Responses	
Yes, a staff committee	5%	2
Yes, a Council/Ministry committee	0%	0
Yes, a committee of staff/council and key partners/stakeholders	8%	3
No committee has been established	32%	12
Don't know / unsure	5%	2
N/A (no formal Plan)	49%	18
	Answered	**37**
	Skipped	**3**


Has a staff or Council/Ministry committee been established with a mandate to make progress on the implementation of your Vision Zero/Road Safety Plan?
Yes, a staff committee
5%
Yes, a Council/Ministry committee
0%
Yes, a committee of staff/council and key partners/stakehold...
8%
No committee has been established
32%
Don't know / unsure
5%
N/A (no formal Plan)
49%
0
0.1
0.2
0.3
0.4
0.5

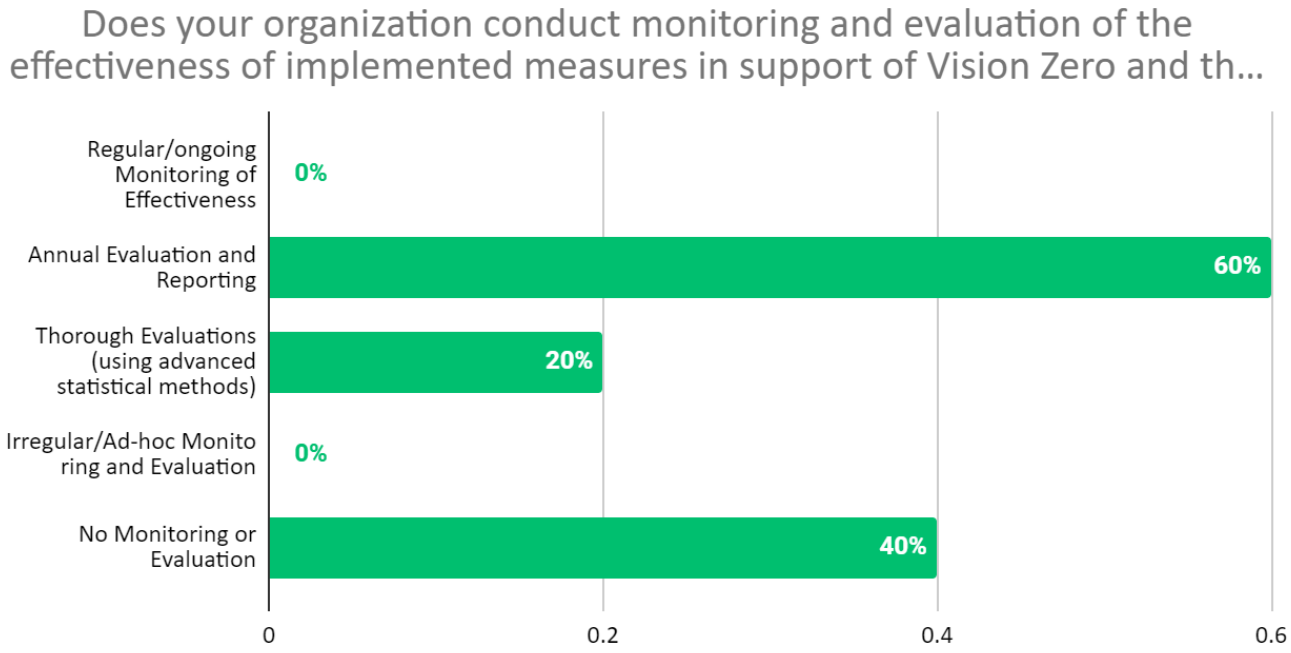
Question 18

Does your organization conduct monitoring and evaluation of the effectiveness of implemented measures in support of Vision Zero and the Safe System?

Aggregate Responses		
Answer Choices	Responses	
Regular/ongoing Monitoring of Effectiveness	9%	5
Annual Evaluation and Reporting	24%	14
Thorough Evaluations (using advanced statistical methods)	9%	5
Irregular/Ad-hoc Monitoring and Evaluation	34%	20
No Monitoring or Evaluation	40%	23
	Answered	**58**
	Skipped	**7**



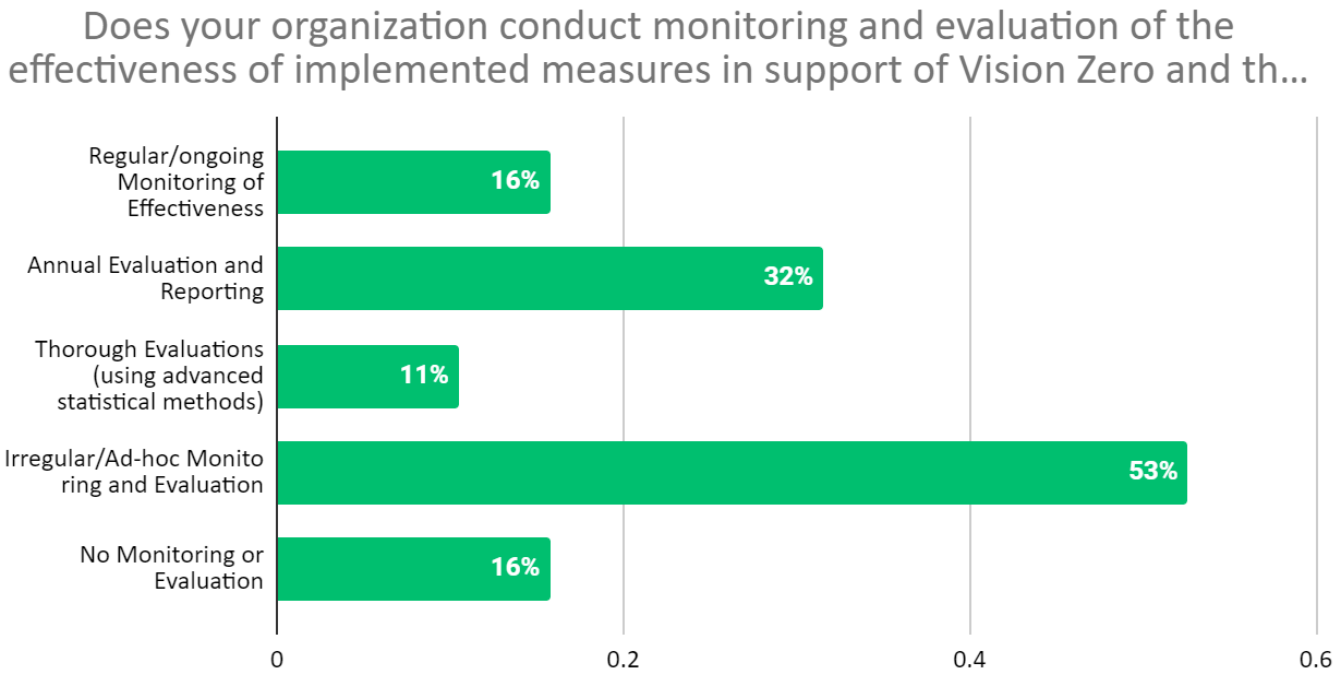
Provincial Subgroup		
Answer Choices	Responses	
Regular/ongoing Monitoring of Effectiveness	0%	0
Annual Evaluation and Reporting	60%	3
Thorough Evaluations (using advanced statistical methods)	20%	1
Irregular/Ad-hoc Monitoring and Evaluation	0%	0
No Monitoring or Evaluation	40%	2
	Answered	**5**
	Skipped	**1**


Does your organization conduct monitoring and evaluation of the effectiveness of implemented measures in support of Vision Zero and th...
Regular/ongoing Monitoring of Effectiveness
0%
Annual Evaluation and Reporting
60%
Thorough Evaluations (using advanced statistical methods)
20%
Irregular/Ad-hoc Monitoring and Evaluation
0%
No Monitoring or Evaluation
40%
0
0.2
0.4
0.6

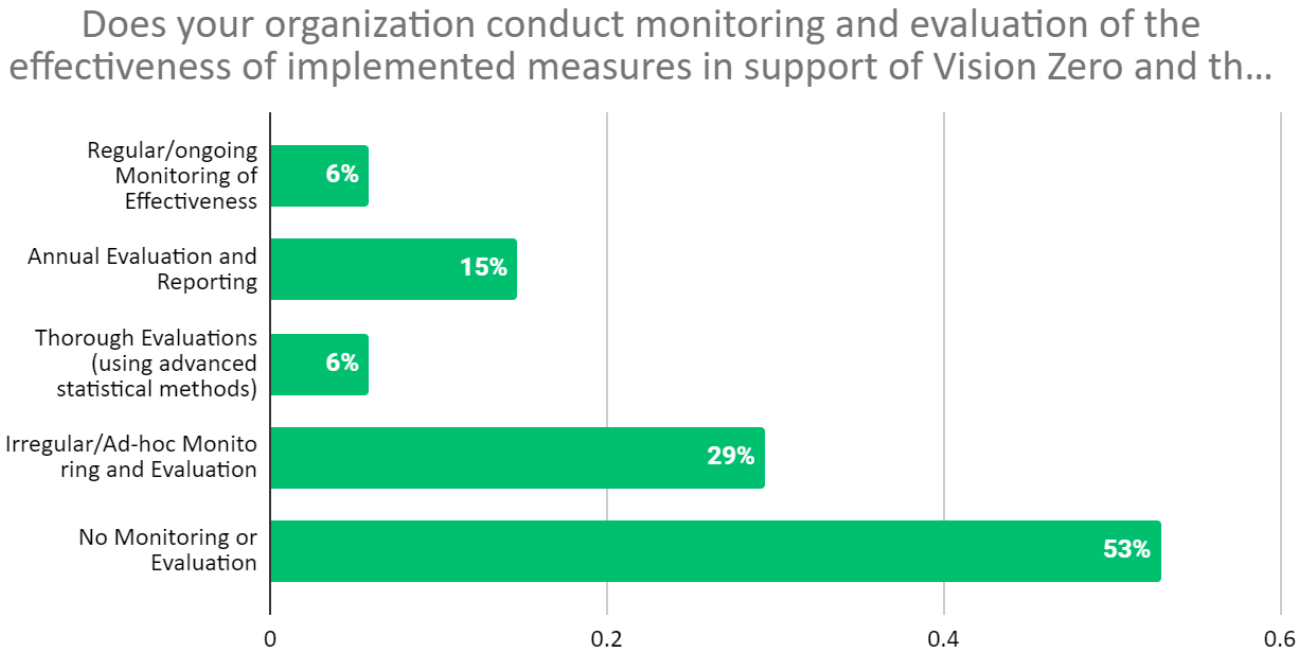
Question 18

Does your organization conduct monitoring and evaluation of the effectiveness of implemented measures in support of Vision Zero and the Safe System?

Municipal/Regional Over 100,000 Population		
Answer Choices	Responses	
Regular/ongoing Monitoring of Effectiveness	16%	3
Annual Evaluation and Reporting	32%	6
Thorough Evaluations (using advanced statistical methods)	11%	2
Irregular/Ad-hoc Monitoring and Evaluation	53%	10
No Monitoring or Evaluation	16%	3
	Answered	**19**
	Skipped	**0**



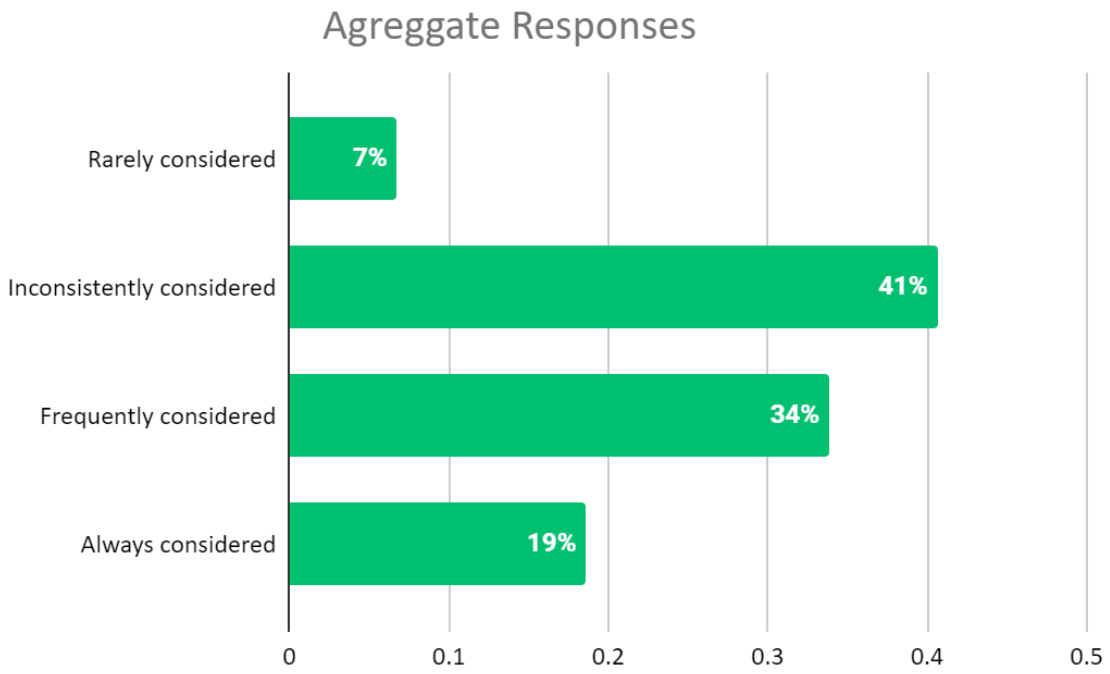
Municipal/Regional Under 100,000 Population		
Answer Choices	Responses	
Regular/ongoing Monitoring of Effectiveness	6%	2
Annual Evaluation and Reporting	15%	5
Thorough Evaluations (using advanced statistical methods)	6%	2
Irregular/Ad-hoc Monitoring and Evaluation	29%	10
No Monitoring or Evaluation	53%	18
	Answered	**34**
	Skipped	**6**


Does your organization conduct monitoring and evaluation of the effectiveness of implemented measures in support of Vision Zero and th...
Regular/ongoing Monitoring of Effectiveness
6%
Annual Evaluation and Reporting
15%
Thorough Evaluations (using advanced statistical methods)
6%
Irregular/Ad-hoc Monito ring and Evaluation
29%
No Monitoring or Evaluation
53%
0
0.2
0.4
0.6

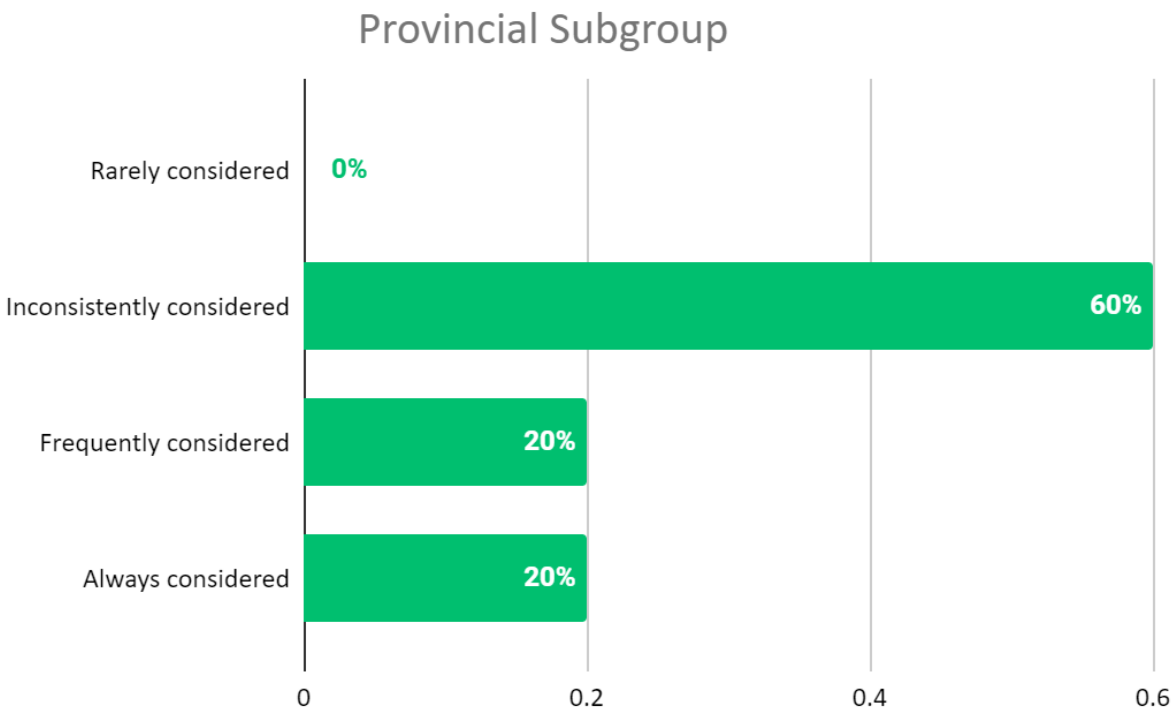
Question 19

How would you describe the role of Human Factors knowledge in your organization's Transportation Planning, Design and Engineering practices?

Aggregate Responses		
Answer Choices	Responses	
Rarely considered	7%	4
Inconsistently considered	41%	24
Frequently considered	34%	20
Always considered	19%	11
	Answered	**59**
	Skipped	**6**



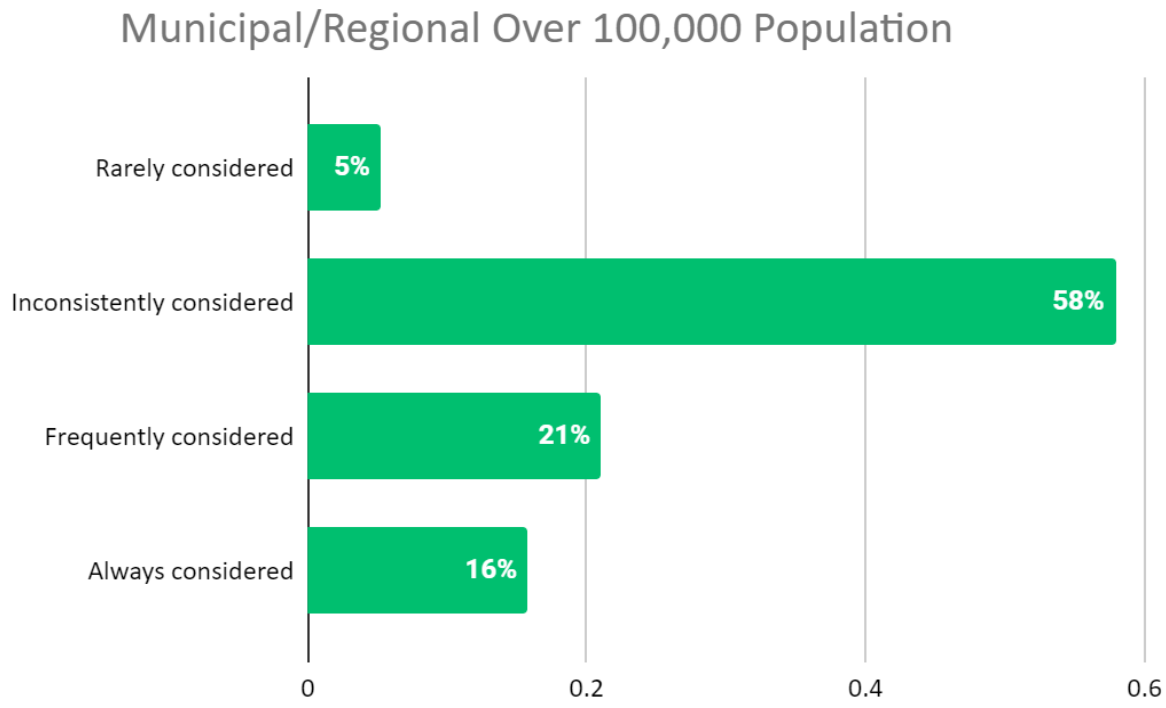
Provincial Subgroup		
Answer Choices	Responses	
Rarely considered	0%	0
Inconsistently considered	60%	3
Frequently considered	20%	1
Always considered	20%	1
	Answered	**5**
	Skipped	**1**


Provincial Subgroup
Rarely considered
0%
Inconsistently considered
60%
Frequently considered
20%
Always considered
20%
0
0.2
0.4
0.6

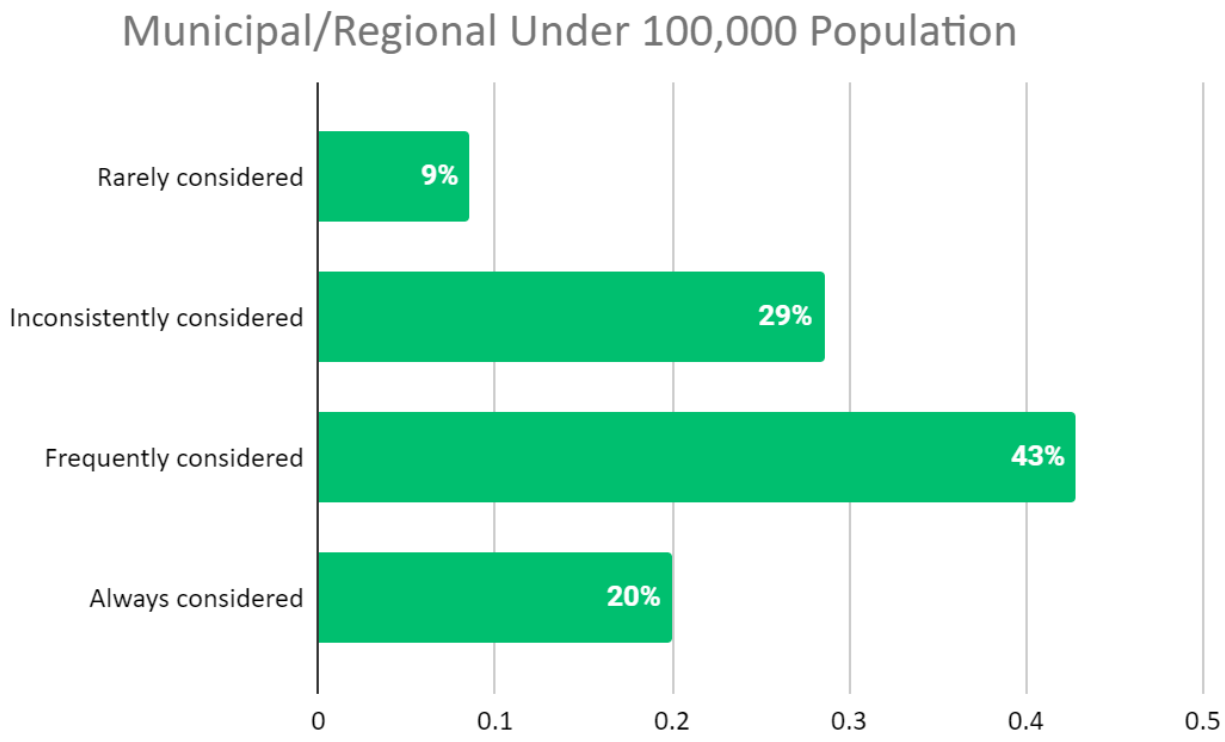
Question 19

How would you describe the role of Human Factors knowledge in your organization's Transportation Planning, Design and Engineering practices?

Municipal/Regional Over 100,000 Population		
Answer Choices	Responses	
Rarely considered	5%	1
Inconsistently considered	58%	11
Frequently considered	21%	4
Always considered	16%	3
	Answered	**19**
	Skipped	**0**



Municipal/Regional Under 100,000 Population		
Answer Choices	Responses	
Rarely considered	9%	3
Inconsistently considered	29%	10
Frequently considered	43%	15
Always considered	20%	7
	Answered	**35**
	Skipped	**5**


Municipal/Regional Under 100,000 Population
Rarely considered
9%
Inconsistently considered
29%
Frequently considered
43%
Always considered
20%
0
0.1
0.2
0.3
0.4
0.5

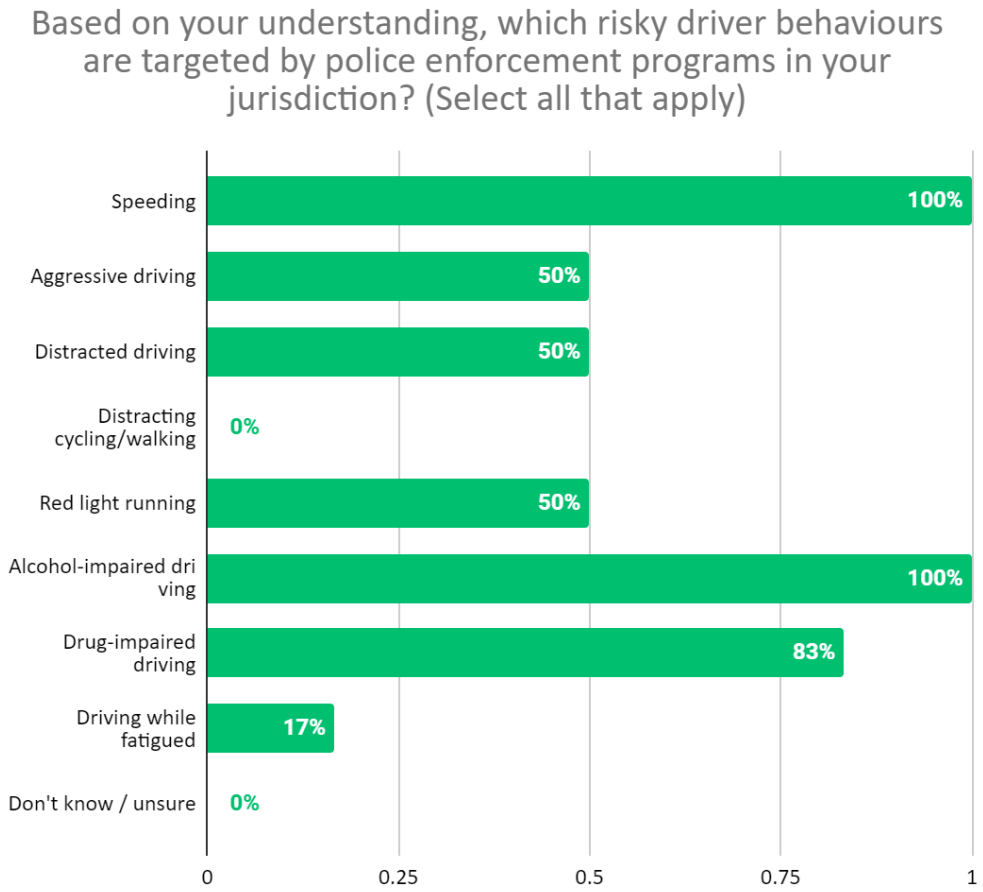
Question 20

Based on your understanding, which risky driver behaviours are targeted by police enforcement programs in your jurisdiction? (Select all that apply)

Aggregate Responses		
Answer Choices	Responses	
Speeding	90%	57
Aggressive driving	51%	32
Distracted driving	79%	50
Distracting cycling/walking	5%	3
Red light running	44%	28
Alcohol-impaired driving	81%	51
Drug-impaired driving	67%	42
Driving while fatigued	3%	2
Don't know / unsure	10%	6
	Answered	**63**
	Skipped	**2**

Based on your understanding, which risky driver behaviours are targeted by police enforcement programs in your jurisdiction? (Select all that apply)
Speeding
90%
Aggressive driving
51%
Distracted driving
79%
Distracting cycling/walking
5%
Red light running
44%
Alcohol-impaired dri ving
81%
Drug-impaired driving
67%
Driving while fatigued
3%
Don't know / unsure
10%
0
0.25
0.5
0.75
1

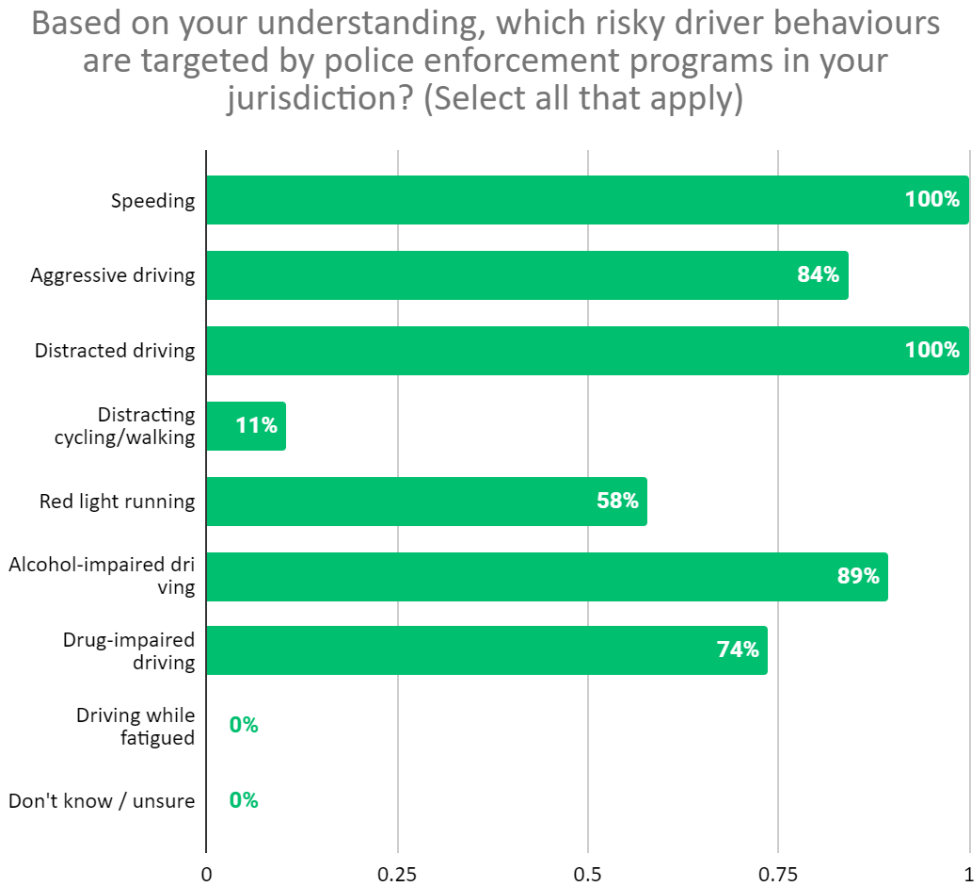
Provincial Subgroup		
Answer Choices	Responses	
Speeding	100%	6
Aggressive driving	50%	3
Distracted driving	50%	3
Distracting cycling/walking	0%	0
Red light running	50%	3
Alcohol-impaired driving	100%	6
Drug-impaired driving	83%	5
Driving while fatigued	17%	1
Don't know / unsure	0%	0
	Answered	**6**
	Skipped	**0**


Based on your understanding, which risky driver behaviours are targeted by police enforcement programs in your jurisdiction? (Select all that apply)
Speeding
100%
Aggressive driving
50%
Distracted driving
50%
Distracting cycling/walking
0%
Red light running
50%
Alcohol-impaired dri ving
100%
Drug-impaired driving
83%
Driving while fatigued
17%
Don't know / unsure
0%
0
0.25
0.5
0.75
1

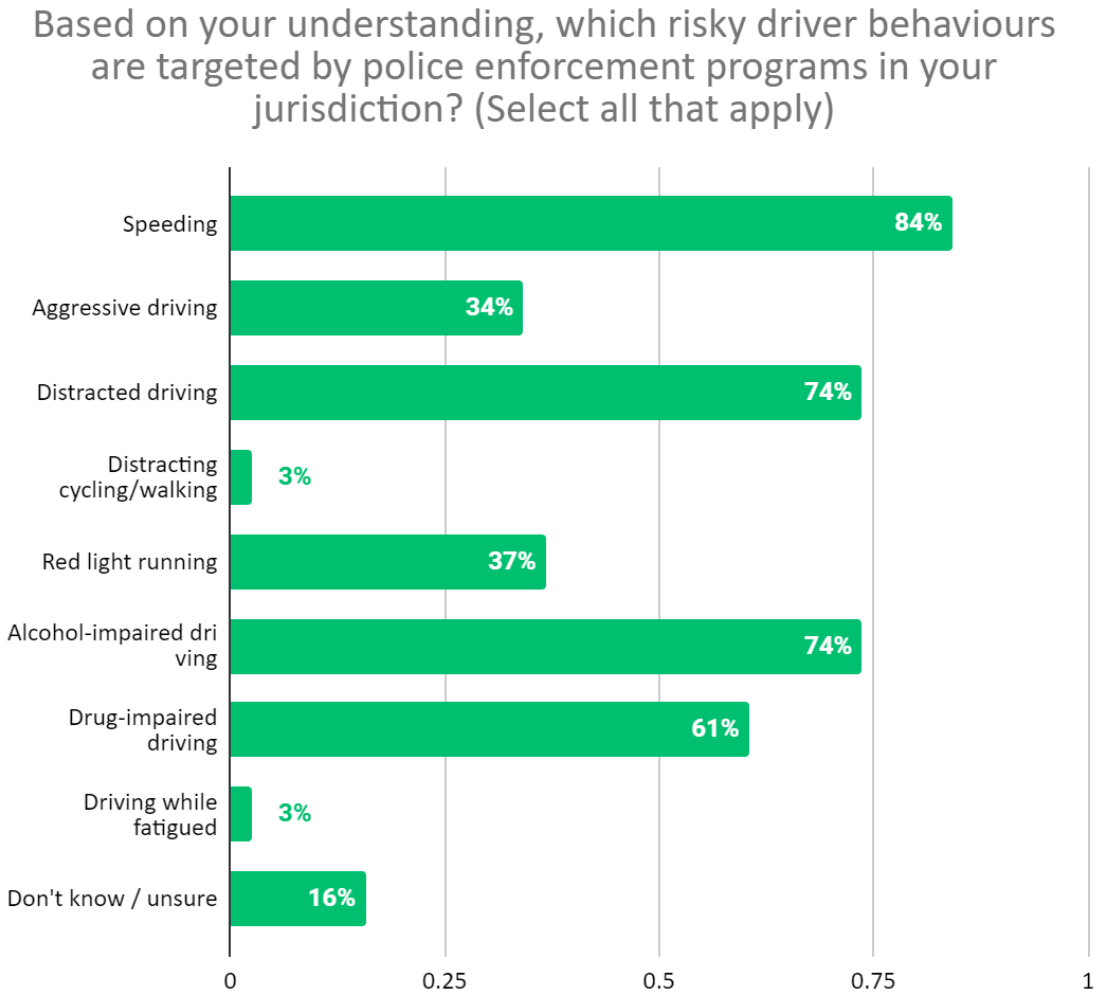
Question 20

Based on your understanding, which risky driver behaviours are targeted by police enforcement programs in your jurisdiction? (Select all that apply)

Municipal/Regional Over 100,000 Population		
Answer Choices	Responses	
Speeding	100%	19
Aggressive driving	84%	16
Distracted driving	100%	19
Distracting cycling/walking	11%	2
Red light running	58%	11
Alcohol-impaired driving	89%	17
Drug-impaired driving	74%	14
Driving while fatigued	0%	0
Don't know / unsure	0%	0
	Answered	**19**
	Skipped	**0**


Based on your understanding, which risky driver behaviours are targeted by police enforcement programs in your jurisdiction? (Select all that apply)
Speeding
100%
Aggressive driving
84%
Distracted driving
100%
Distracting cycling/walking
11%
Red light running
58%
Alcohol-impaired driving
89%
Drug-impaired driving
74%
Driving while fatigued
0%
Don't know / unsure
0%
0
0.25
0.5
0.75
1

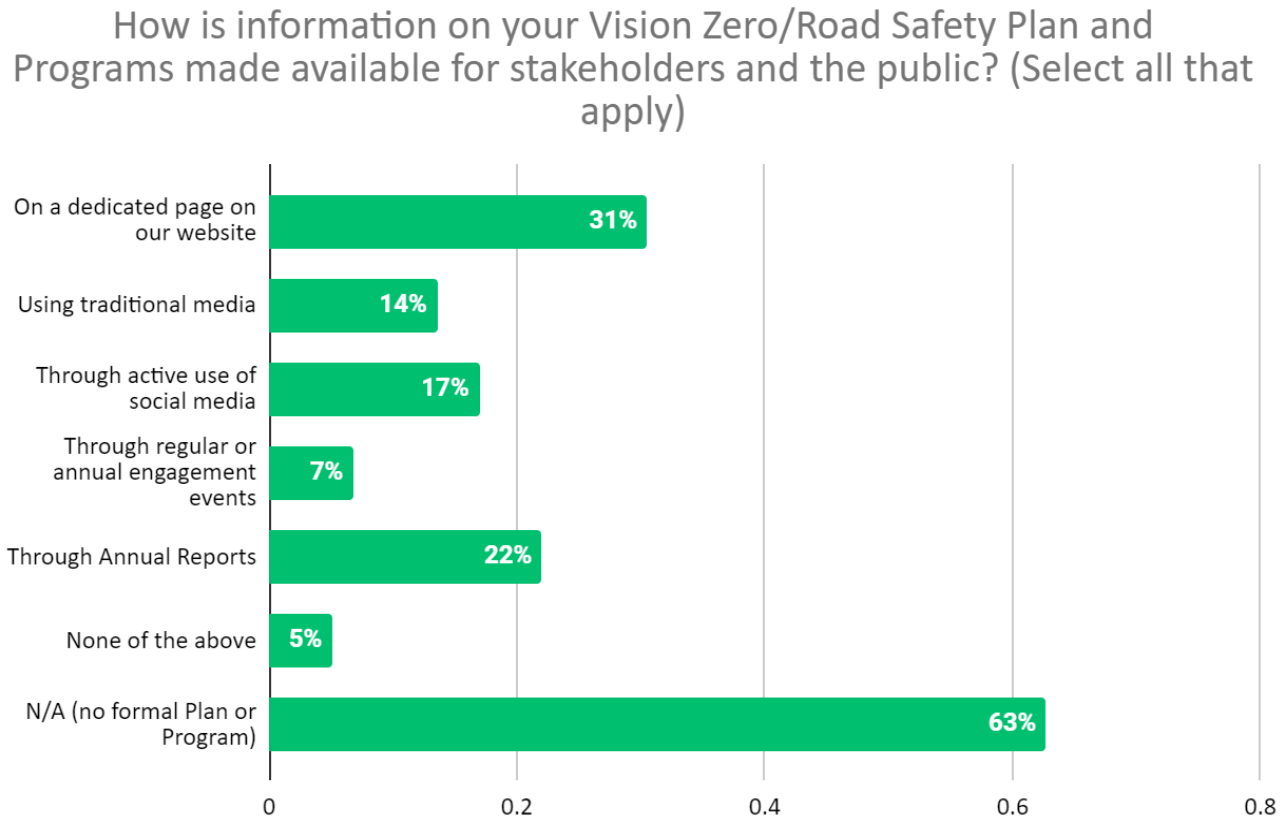
Municipal/Regional Under 100,000 Population		
Answer Choices	Responses	
Speeding	84%	32
Aggressive driving	34%	13
Distracted driving	74%	28
Distracting cycling/walking	3%	1
Red light running	37%	14
Alcohol-impaired driving	74%	28
Drug-impaired driving	61%	23
Driving while fatigued	3%	1
Don't know / unsure	16%	6
	Answered	**38**
	Skipped	**2**


Based on your understanding, which risky driver behaviours are targeted by police enforcement programs in your jurisdiction? (Select all that apply)
Speeding
84%
Aggressive driving
34%
Distracted driving
74%
Distracting cycling/walking
3%
Red light running
37%
Alcohol-impaired dri ving
74%
Drug-impaired driving
61%
Driving while fatigued
3%
Don't know / unsure
16%
0
0.25
0.5
0.75
1

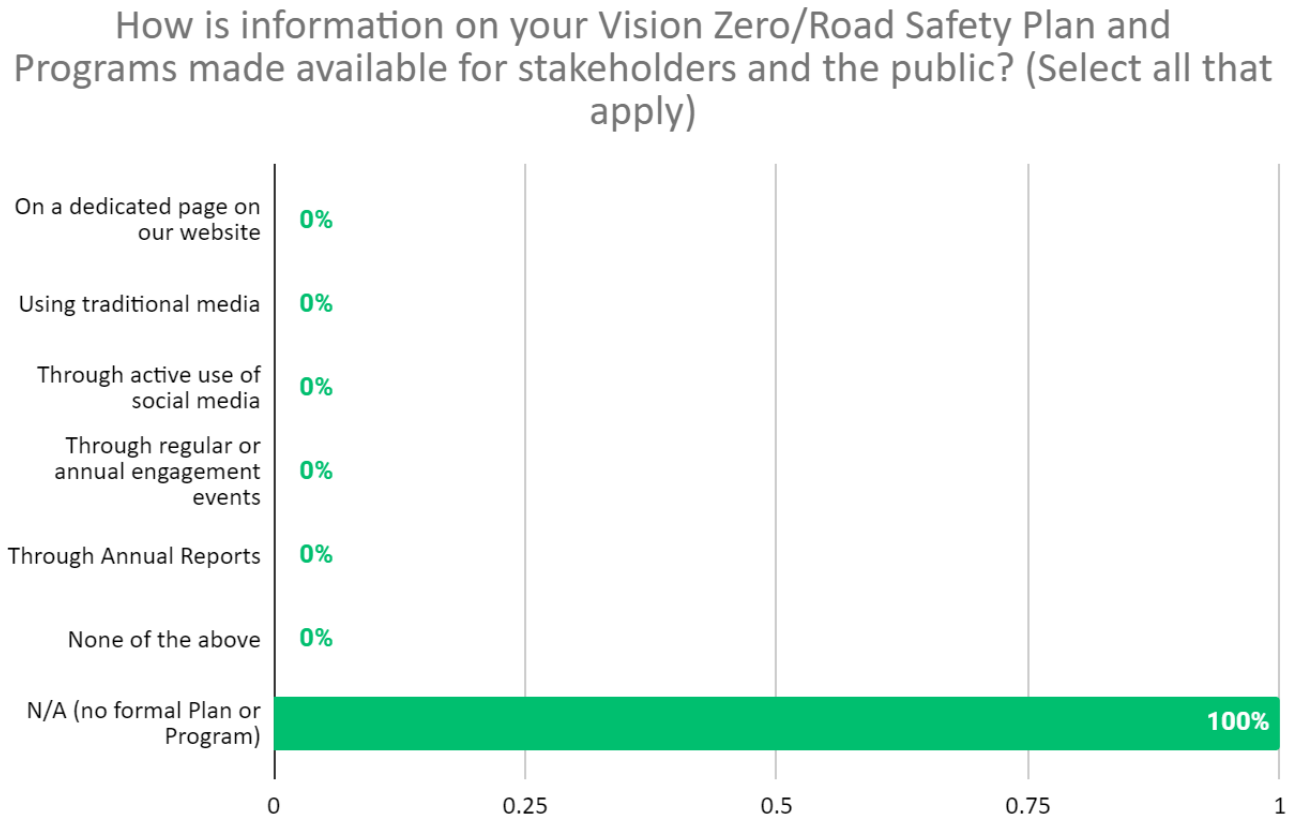
Question 21

How is information on your Vision Zero/Road Safety Plan and Programs made available for stakeholders and the public? (Select all that apply)

Aggregate Responses		
Answer Choices	Responses	
On a dedicated page on our website	31%	18
Using traditional media	14%	8
Through active use of social media	17%	10
Through regular or annual engagement events	7%	4
Through Annual Reports	22%	13
None of the above	5%	3
N/A (no formal Plan or Program)	63%	37
	Answered	**59**
	Skipped	**6**


How is information on your Vision Zero/Road Safety Plan and Programs made available for stakeholders and the public? (Select all that apply)
On a dedicated page on our website
31%
Using traditional media
14%
Through active use of social media
17%
Through regular or annual engagement events
7%
Through Annual Reports
22%
None of the above
5%
N/A (no formal Plan or Program)
63%
0
0.2
0.4
0.6
0.8

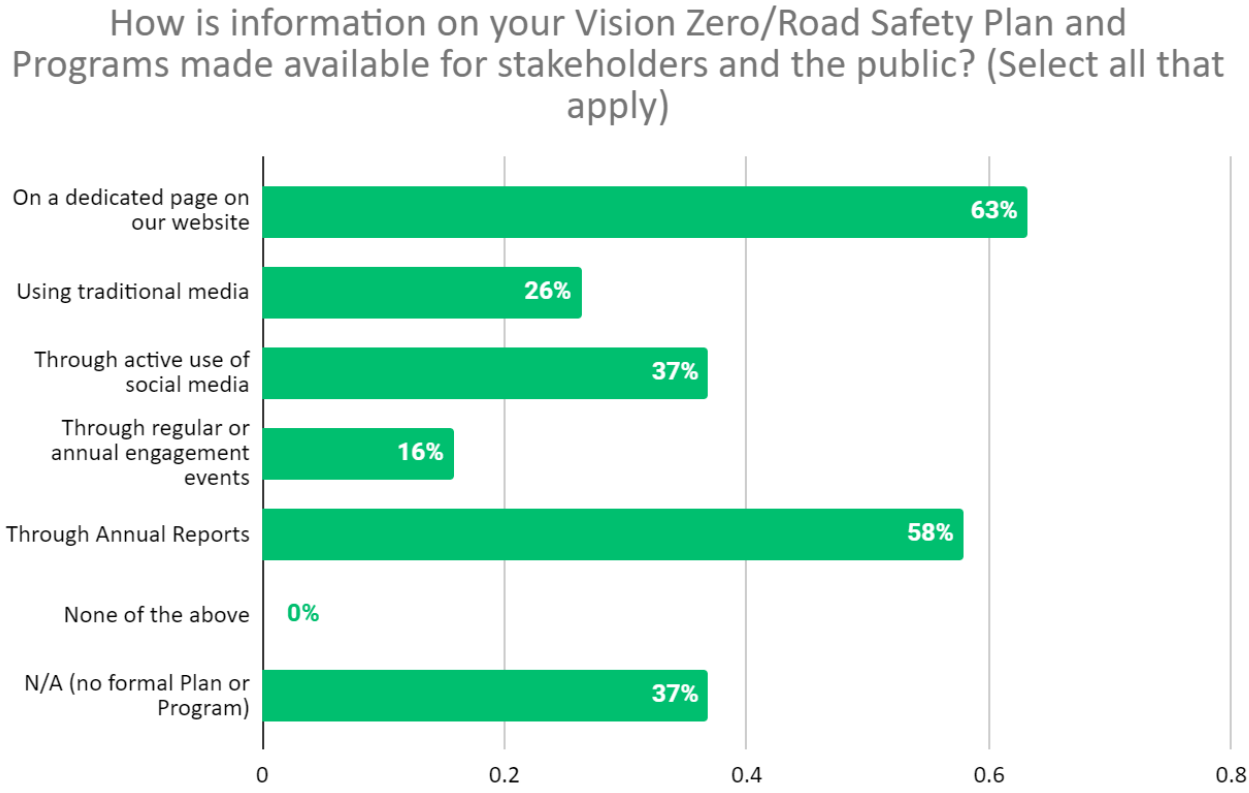
Provincial Subgroup		
Answer Choices	Responses	
On a dedicated page on our website	0%	0
Using traditional media	0%	0
Through active use of social media	0%	0
Through regular or annual engagement events	0%	0
Through Annual Reports	0%	0
None of the above	0%	0
N/A (no formal Plan or Program)	100%	6
	Answered	**6**
	Skipped	**0**


How is information on your Vision Zero/Road Safety Plan and Programs made available for stakeholders and the public? (Select all that apply)
On a dedicated page on our website
0%
Using traditional media
0%
Through active use of social media
0%
Through regular or annual engagement events
0%
Through Annual Reports
0%
None of the above
0%
N/A (no formal Plan or Program)
100%
0
0.25
0.5
0.75
1

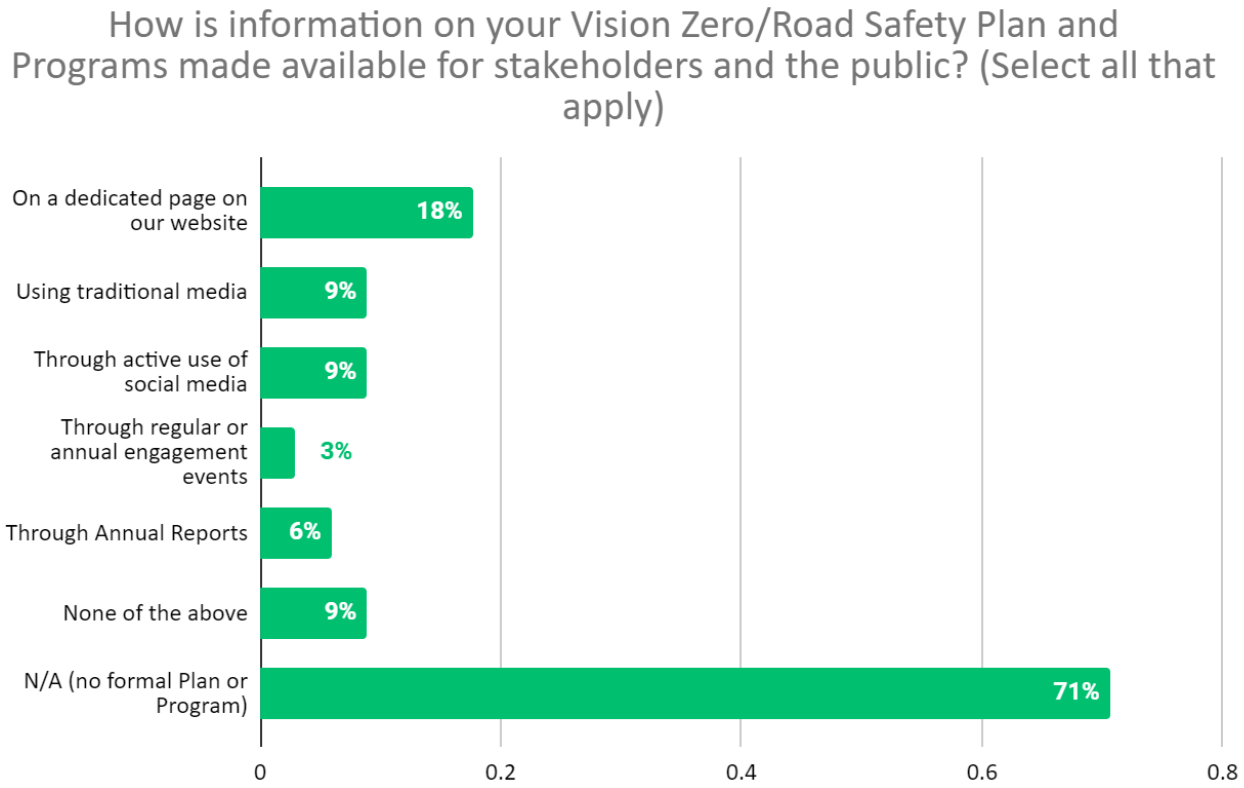
Question 21

How is information on your Vision Zero/Road Safety Plan and Programs made available for stakeholders and the public? (Select all that apply)

Municipal/Regional Over 100,000 Population		
Answer Choices	Responses	
On a dedicated page on our website	63%	12
Using traditional media	26%	5
Through active use of social media	37%	7
Through regular or annual engagement events	16%	3
Through Annual Reports	58%	11
None of the above	0%	0
N/A (no formal Plan or Program)	37%	7
	Answered	**19**
	Skipped	**0**


How is information on your Vision Zero/Road Safety Plan and Programs made available for stakeholders and the public? (Select all that apply)
On a dedicated page on our website
63%
Using traditional media
26%
Through active use of social media
37%
Through regular or annual engagement events
16%
Through Annual Reports
58%
None of the above
0%
N/A (no formal Plan or Program)
37%
0
0.2
0.4
0.6
0.8

Municipal/Regional Under 100,000 Population		
Answer Choices	Responses	
On a dedicated page on our website	18%	6
Using traditional media	9%	3
Through active use of social media	9%	3
Through regular or annual engagement events	3%	1
Through Annual Reports	6%	2
None of the above	9%	3
N/A (no formal Plan or Program)	71%	24
	Answered	**34**
	Skipped	**6**

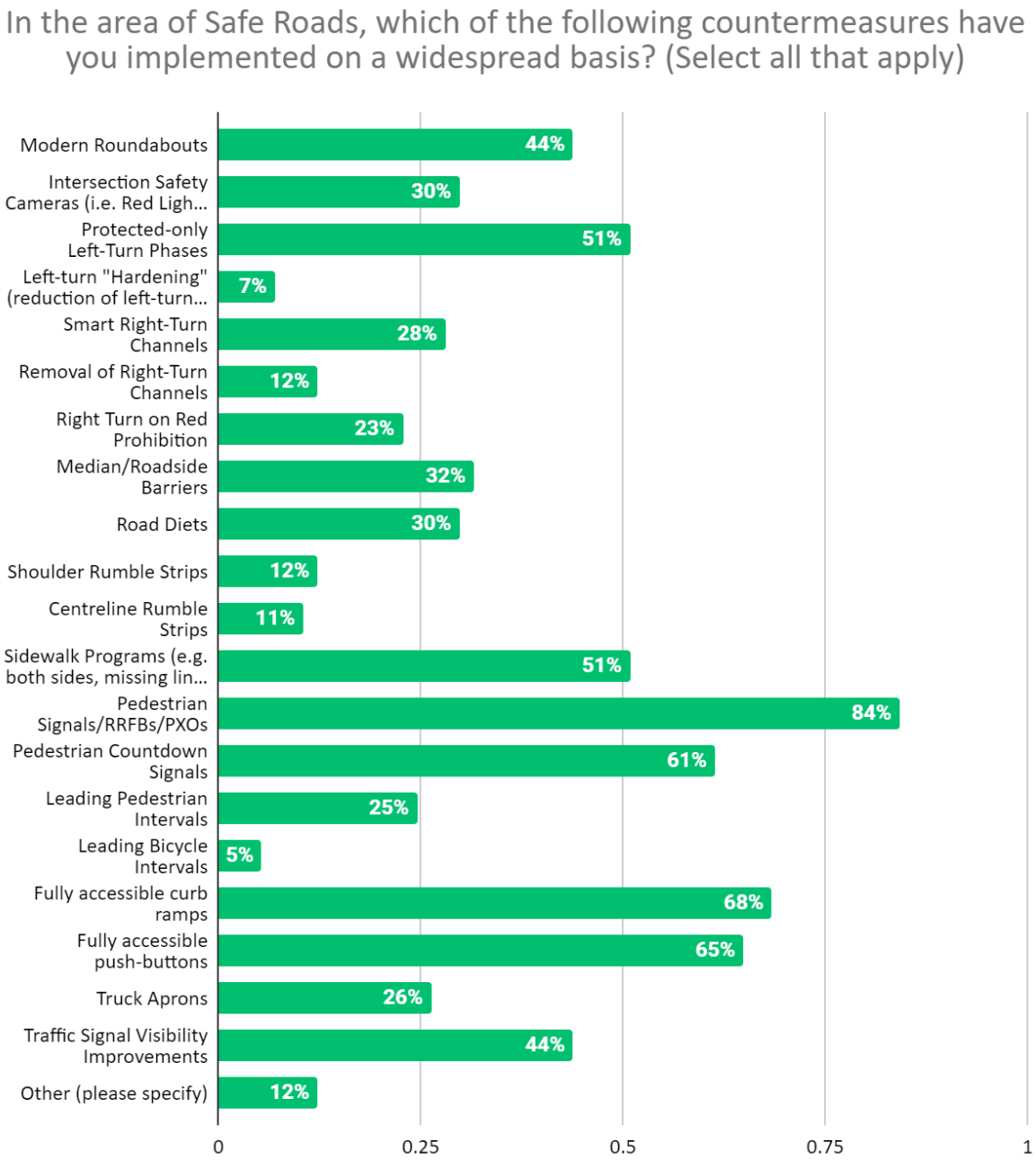

How is information on your Vision Zero/Road Safety Plan and Programs made available for stakeholders and the public? (Select all that apply)
On a dedicated page on our website
18%
Using traditional media
9%
Through active use of social media
9%
Through regular or annual engagement events
3%
Through Annual Reports
6%
None of the above
9%
N/A (no formal Plan or Program)
71%
0
0.2
0.4
0.6
0.8

Question 22

In the area of Safe Roads, which of the following countermeasures have you implemented on a widespread basis? (Select all that apply)

Aggregate Responses		
Answer Choices	Responses	
Modern Roundabouts	44%	25
Intersection Safety Cameras (i.e. Red Light Cameras)	30%	17
Protected-only Left-Turn Phases	51%	29
Left-turn "Hardening" (reduction of left-turn radius)	7%	4
Smart Right-Turn Channels	28%	16
Removal of Right-Turn Channels	12%	7
Right Turn on Red Prohibition	23%	13
Median/Roadside Barriers	32%	18
Road Diets	30%	17
Shoulder Rumble Strips	12%	7
Centreline Rumble Strips	11%	6
Sidewalk Programs (e.g. both sides, missing links)	51%	29
Pedestrian Signals/RRFBs/PXOs	84%	48
Pedestrian Countdown Signals	61%	35
Leading Pedestrian Intervals	25%	14

Leading Bicycle Intervals	5%	3
Fully accessible curb ramps	68%	39
Fully accessible push-buttons	65%	37
Truck Aprons	26%	15
Traffic Signal Visibility Improvements	44%	25
Other (please specify)	12%	7
	Answered	**57**
	Skipped	**8**

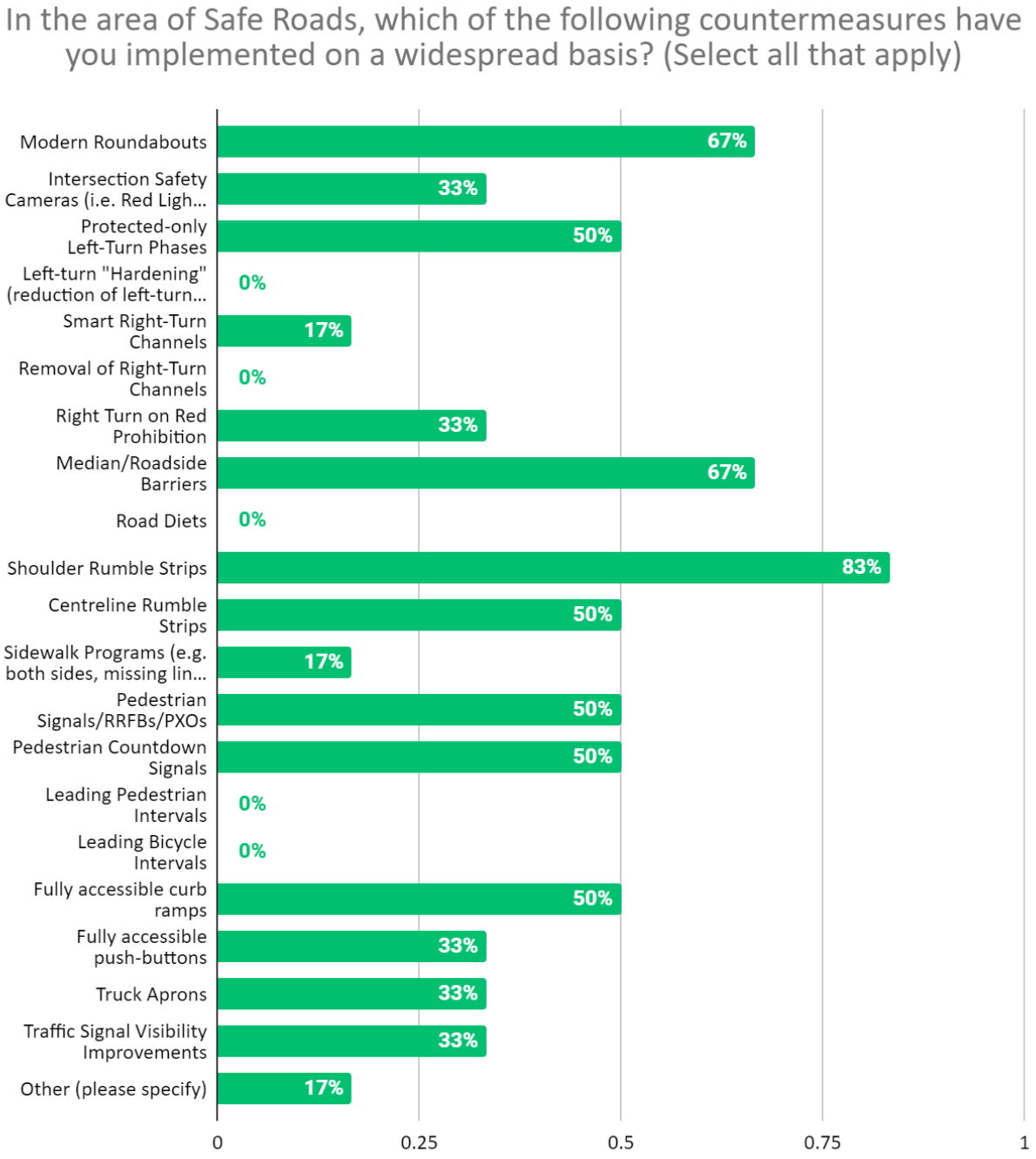

In the area of Safe Roads, which of the following countermeasures have you implemented on a widespread basis? (Select all that apply)
Modern Roundabouts
44%
Intersection Safety Cameras (i.e. Red Ligh...
30%
Protected-only Left-Turn Phases
51%
Left-turn "Hardening" (reduction of left-turn...
7%
Smart Right-Turn Channels
28%
Removal of Right-Turn Channels
12%
Right Turn on Red Prohibition
23%
Median/Roadside Barriers
32%
Road Diets
30%
Shoulder Rumble Strips
12%
Centreline Rumble Strips
11%
Sidewalk Programs (e.g. both sides, missing lin...
51%
Pedestrian Signals/RRFBs/PXOs
84%
Pedestrian Countdown Signals
61%
Leading Pedestrian Intervals
25%
Leading Bicycle Intervals
5%
Fully accessible curb ramps
68%
Fully accessible push-buttons
65%
Truck Aprons
26%
Traffic Signal Visibility Improvements
44%
Other (please specify)
12%
0
0.25
0.5
0.75
1

Question 22

In the area of Safe Roads, which of the following countermeasures have you implemented on a widespread basis? (Select all that apply)

Provincial Subgroup		
Answer Choices	Responses	
Modern Roundabouts	67%	4
Intersection Safety Cameras (i.e. Red Light Cameras)	33%	2
Protected-only Left-Turn Phases	50%	3
Left-turn "Hardening" (reduction of left-turn radius)	0%	0
Smart Right-Turn Channels	17%	1
Removal of Right-Turn Channels	0%	0
Right Turn on Red Prohibition	33%	2
Median/Roadside Barriers	67%	4
Road Diets	0%	0
Shoulder Rumble Strips	83%	5
Centreline Rumble Strips	50%	3
Sidewalk Programs (e.g. both sides, missing links)	17%	1
Pedestrian Signals/RRFBs/PXOs	50%	3
Pedestrian Countdown Signals	50%	3
Leading Pedestrian Intervals	0%	0

Leading Bicycle Intervals	0%	0
Fully accessible curb ramps	50%	3
Fully accessible push-buttons	33%	2
Truck Aprons	33%	2
Traffic Signal Visibility Improvements	33%	2
Other (please specify)	17%	1
	Answered	**6**
	Skipped	**0**

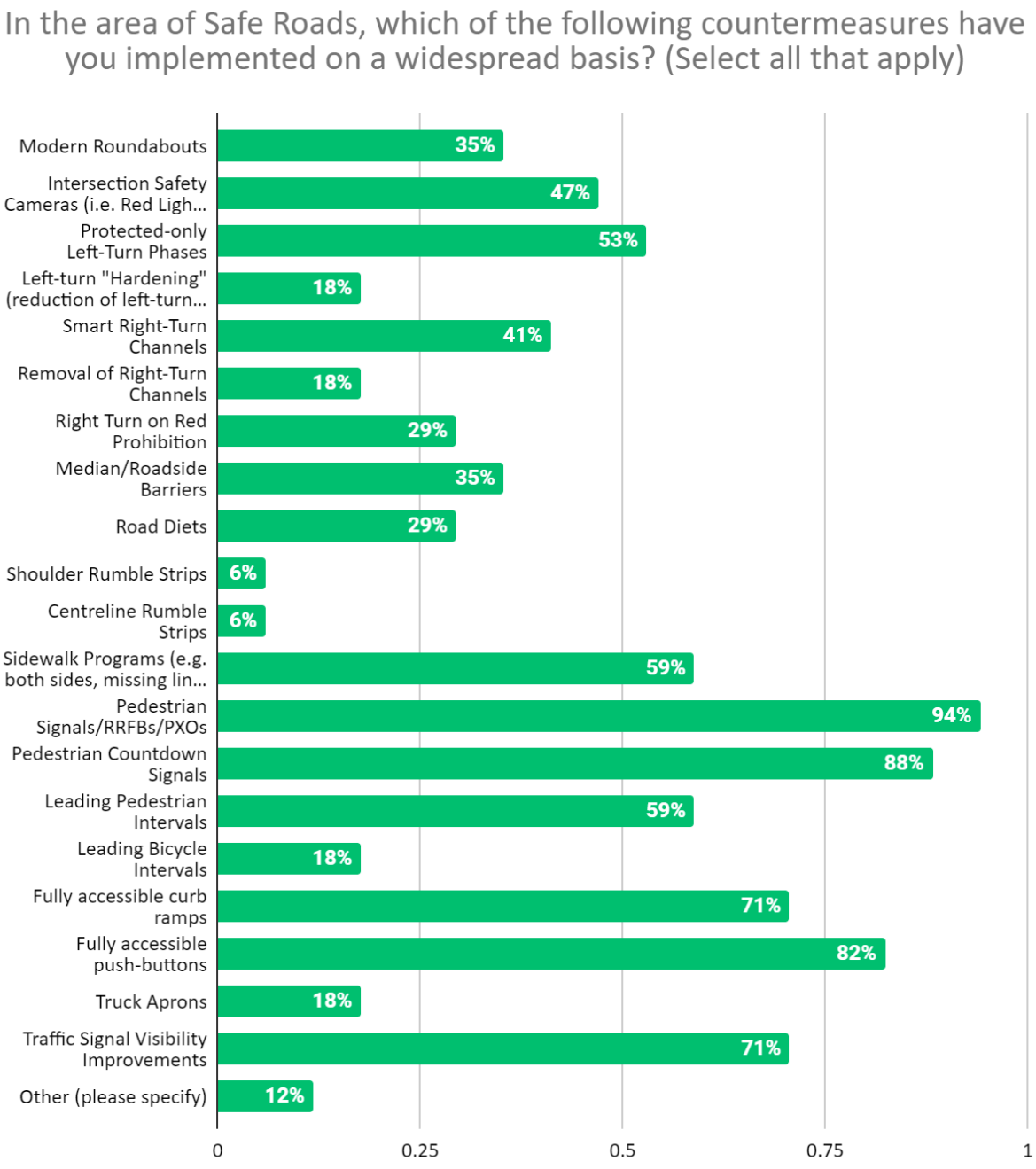

In the area of Safe Roads, which of the following countermeasures have you implemented on a widespread basis? (Select all that apply)
Modern Roundabouts
67%
Intersection Safety Cameras (i.e. Red Ligh...
33%
Protected-only Left-Turn Phases
50%
Left-turn "Hardening" (reduction of left-turn...
0%
Smart Right-Turn Channels
17%
Removal of Right-Turn Channels
0%
Right Turn on Red Prohibition
33%
Median/Roadside Barriers
67%
Road Diets
0%
Shoulder Rumble Strips
83%
Centreline Rumble Strips
50%
Sidewalk Programs (e.g. both sides, missing lin...
17%
Pedestrian Signals/RRFBs/PXOs
50%
Pedestrian Countdown Signals
50%
Leading Pedestrian Intervals
0%
Leading Bicycle Intervals
0%
Fully accessible curb ramps
50%
Fully accessible push-buttons
33%
Truck Aprons
33%
Traffic Signal Visibility Improvements
33%
Other (please specify)
17%
0
0.25
0.5
0.75
1

Question 22

In the area of Safe Roads, which of the following countermeasures have you implemented on a widespread basis? (Select all that apply)

Municipal/Regional Over 100,000 Population		
Answer Choices	Responses	
Modern Roundabouts	35%	6
Intersection Safety Cameras (i.e. Red Light Cameras)	47%	8
Protected-only Left-Turn Phases	53%	9
Left-turn "Hardening" (reduction of left-turn radius)	18%	3
Smart Right-Turn Channels	41%	7
Removal of Right-Turn Channels	18%	3
Right Turn on Red Prohibition	29%	5
Median/Roadside Barriers	35%	6
Road Diets	29%	5
Shoulder Rumble Strips	6%	1
Centreline Rumble Strips	6%	1
Sidewalk Programs (e.g. both sides, missing links)	59%	10
Pedestrian Signals/RRFBs/PXOs	94%	16
Pedestrian Countdown Signals	88%	15
Leading Pedestrian Intervals	59%	10

Leading Bicycle Intervals	18%	3
Fully accessible curb ramps	71%	12
Fully accessible push-buttons	82%	14
Truck Aprons	18%	3
Traffic Signal Visibility Improvements	71%	12
Other (please specify)	12%	2
	Answered	**17**
	Skipped	**2**

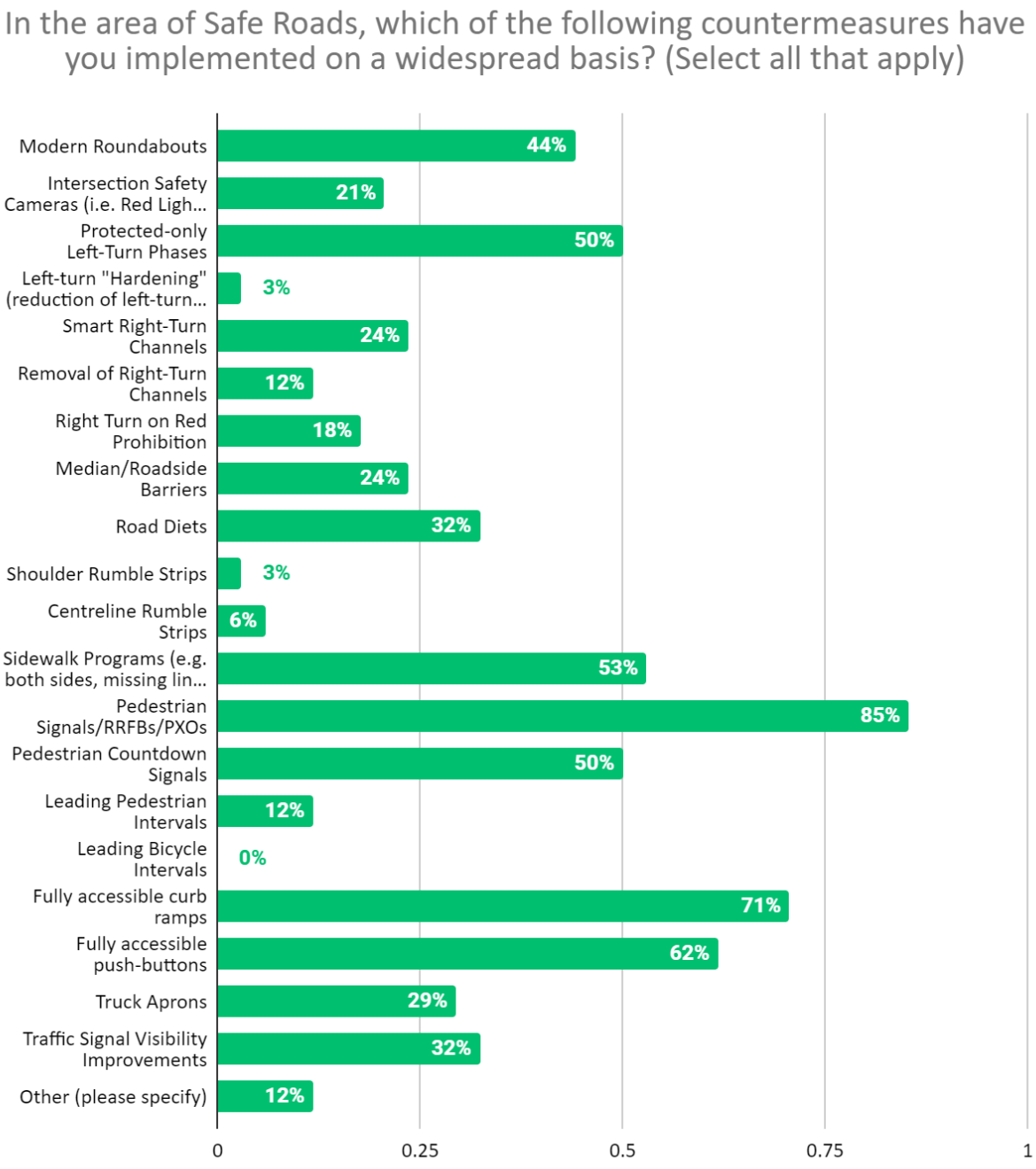

In the area of Safe Roads, which of the following countermeasures have you implemented on a widespread basis? (Select all that apply)
Modern Roundabouts
35%
Intersection Safety Cameras (i.e. Red Ligh...
47%
Protected-only Left-Turn Phases
53%
Left-turn "Hardening" (reduction of left-turn...
18%
Smart Right-Turn Channels
41%
Removal of Right-Turn Channels
18%
Right Turn on Red Prohibition
29%
Median/Roadside Barriers
35%
Road Diets
29%
Shoulder Rumble Strips
6%
Centreline Rumble Strips
6%
Sidewalk Programs (e.g. both sides, missing lin...
59%
Pedestrian Signals/RRFBs/PXOs
94%
Pedestrian Countdown Signals
88%
Leading Pedestrian Intervals
59%
Leading Bicycle Intervals
18%
Fully accessible curb ramps
71%
Fully accessible push-buttons
82%
Truck Aprons
18%
Traffic Signal Visibility Improvements
71%
Other (please specify)
12%
0
0.25
0.5
0.75
1

Question 22

In the area of Safe Roads, which of the following countermeasures have you implemented on a widespread basis? (Select all that apply)

Municipal/Regional Under 100,000 Population		
Answer Choices	Responses	
Modern Roundabouts	44%	15
Intersection Safety Cameras (i.e. Red Light Cameras)	21%	7
Protected-only Left-Turn Phases	50%	17
Left-turn "Hardening" (reduction of left-turn radius)	3%	1
Smart Right-Turn Channels	24%	8
Removal of Right-Turn Channels	12%	4
Right Turn on Red Prohibition	18%	6
Median/Roadside Barriers	24%	8
Road Diets	32%	11
Shoulder Rumble Strips	3%	1
Centreline Rumble Strips	6%	2
Sidewalk Programs (e.g. both sides, missing links)	53%	18
Pedestrian Signals/RRFBs/PXOs	85%	29
Pedestrian Countdown Signals	50%	17
Leading Pedestrian Intervals	12%	4

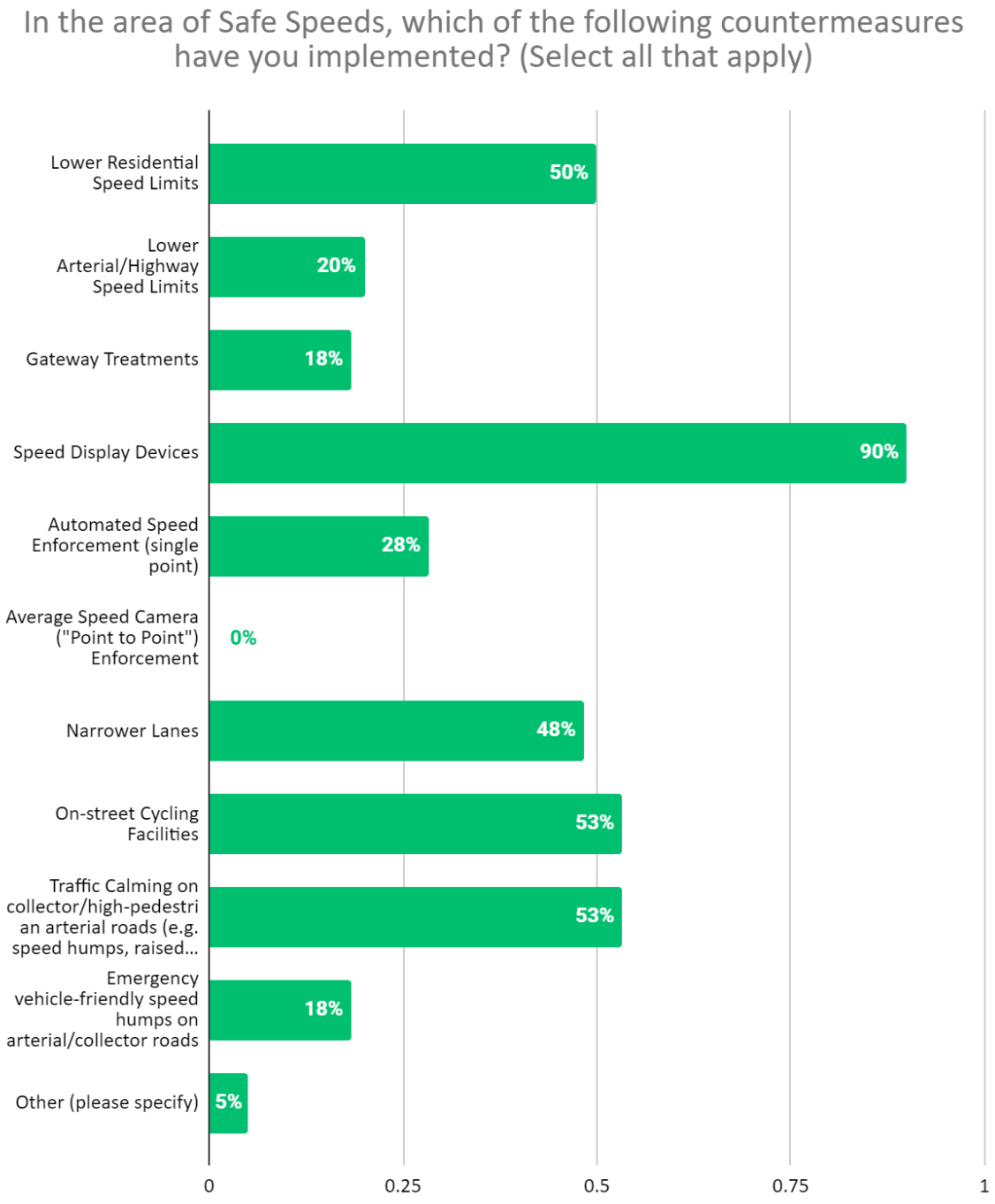
Leading Bicycle Intervals	0%	0
Fully accessible curb ramps	71%	24
Fully accessible push-buttons	62%	21
Truck Aprons	29%	10
Traffic Signal Visibility Improvements	32%	11
Other (please specify)	12%	4
	Answered	**34**
	Skipped	**6**


In the area of Safe Roads, which of the following countermeasures have you implemented on a widespread basis? (Select all that apply)
Modern Roundabouts
44%
Intersection Safety Cameras (i.e. Red Ligh...
21%
Protected-only Left-Turn Phases
50%
Left-turn "Hardening" (reduction of left-turn...
3%
Smart Right-Turn Channels
24%
Removal of Right-Turn Channels
12%
Right Turn on Red Prohibition
18%
Median/Roadside Barriers
24%
Road Diets
32%
Shoulder Rumble Strips
3%
Centreline Rumble Strips
6%
Sidewalk Programs (e.g. both sides, missing lin...
53%
Pedestrian Signals/RRFBs/PXOs
85%
Pedestrian Countdown Signals
50%
Leading Pedestrian Intervals
12%
Leading Bicycle Intervals
0%
Fully accessible curb ramps
71%
Fully accessible push-buttons
62%
Truck Aprons
29%
Traffic Signal Visibility Improvements
32%
Other (please specify)
12%
0
0.25
0.5
0.75
1

Question 23

In the area of Safe Speeds, which of the following countermeasures have you implemented? (Select all that apply)

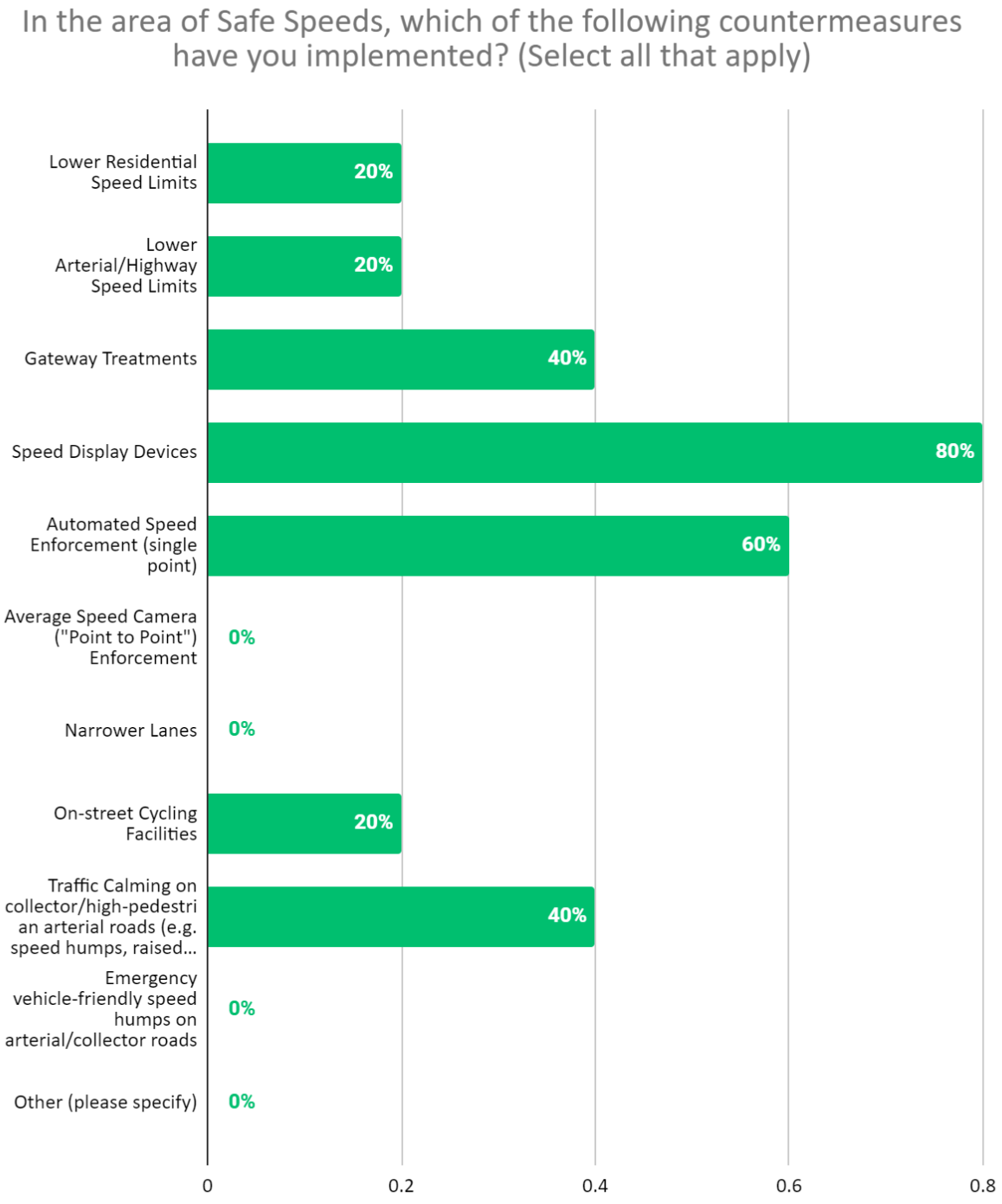
Aggregate Responses		
Answer Choices	Responses	
Lower Residential Speed Limits	50%	30
Lower Arterial/Highway Speed Limits	20%	12
Gateway Treatments	18%	11
Speed Display Devices	90%	54
Automated Speed Enforcement (single point)	28%	17
Average Speed Camera ("Point to Point") Enforcement	0%	0
Narrower Lanes	48%	29
On-street Cycling Facilities	53%	32
Traffic Calming on collector/high-pedestrian arterial roads (e.g. speed humps, raised crosswalks, raised intersections, curb extensions)	53%	32
Emergency vehicle-friendly speed humps on arterial/collector roads	18%	11
Other (please specify)	5%	3
	Answered	**60**
	Skipped	**5**


In the area of Safe Speeds, which of the following countermeasures have you implemented? (Select all that apply)
Lower Residential Speed Limits
50%
Lower Arterial/Highway Speed Limits
20%
Gateway Treatments
18%
Speed Display Devices
90%
Automated Speed Enforcement (single point)
28%
Average Speed Camera ("Point to Point") Enforcement
0%
Narrower Lanes
48%
On-street Cycling Facilities
53%
Traffic Calming on collector/high-pedestri an arterial roads (e.g. speed humps, raised...
53%
Emergency vehicle-friendly speed humps on arterial/collector roads
18%
Other (please specify)
5%
0
0.25
0.5
0.75
1

Question 23

In the area of Safe Speeds, which of the following countermeasures have you implemented? (Select all that apply)

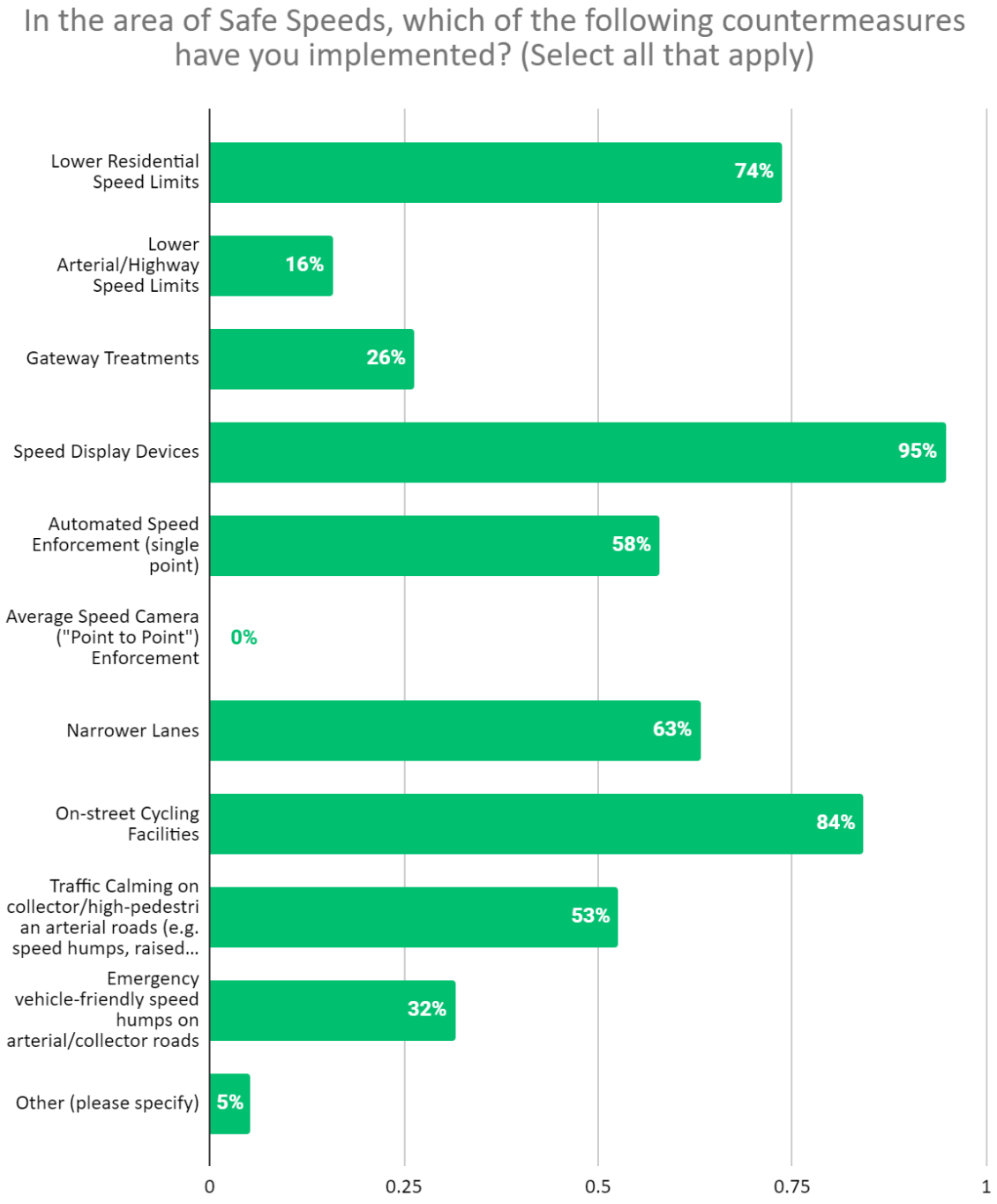
Provincial Subgroup		
Answer Choices	Responses	
Lower Residential Speed Limits	20%	1
Lower Arterial/Highway Speed Limits	20%	1
Gateway Treatments	40%	2
Speed Display Devices	80%	4
Automated Speed Enforcement (single point)	60%	3
Average Speed Camera ("Point to Point") Enforcement	0%	0
Narrower Lanes	0%	0
On-street Cycling Facilities	20%	1
Traffic Calming on collector/high-pedestrian arterial roads (e.g. speed humps, raised crosswalks, raised intersections, curb extensions)	40%	2
Emergency vehicle-friendly speed humps on arterial/collector roads	0%	0
Other (please specify)	0%	0
	Answered	**5**
	Skipped	**1**


In the area of Safe Speeds, which of the following countermeasures have you implemented? (Select all that apply)
Lower Residential Speed Limits
20%
Lower Arterial/Highway Speed Limits
20%
Gateway Treatments
40%
Speed Display Devices
80%
Automated Speed Enforcement (single point)
60%
Average Speed Camera ("Point to Point") Enforcement
0%
Narrower Lanes
0%
On-street Cycling Facilities
20%
Traffic Calming on collector/high-pedestrian arterial roads (e.g. speed humps, raised...
40%
Emergency vehicle-friendly speed humps on arterial/collector roads
0%
Other (please specify)
0%
0
0.2
0.4
0.6
0.8

Question 23

In the area of Safe Speeds, which of the following countermeasures have you implemented? (Select all that apply)

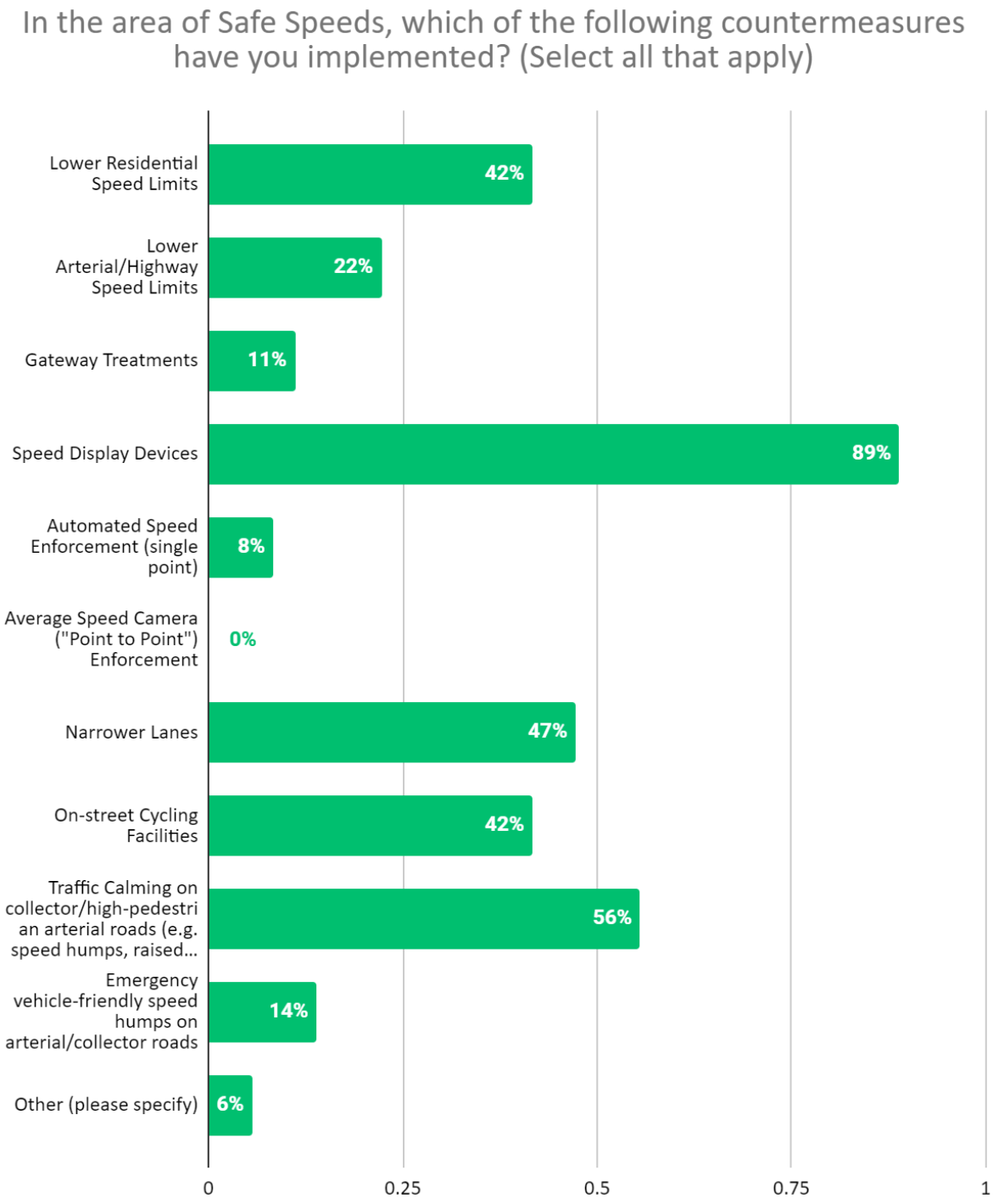
Municipal/Regional Over 100,000 Population		
Answer Choices	Responses	
Lower Residential Speed Limits	74%	14
Lower Arterial/Highway Speed Limits	16%	3
Gateway Treatments	26%	5
Speed Display Devices	95%	18
Automated Speed Enforcement (single point)	58%	11
Average Speed Camera ("Point to Point") Enforcement	0%	0
Narrower Lanes	63%	12
On-street Cycling Facilities	84%	16
Traffic Calming on collector/high-pedestrian arterial roads (e.g. speed humps, raised crosswalks, raised intersections, curb extensions)	53%	10
Emergency vehicle-friendly speed humps on arterial/collector roads	32%	6
Other (please specify)	5%	1
	Answered	**19**
	Skipped	**0**


In the area of Safe Speeds, which of the following countermeasures have you implemented? (Select all that apply)
Lower Residential Speed Limits
74%
Lower Arterial/Highway Speed Limits
16%
Gateway Treatments
26%
Speed Display Devices
95%
Automated Speed Enforcement (single point)
58%
Average Speed Camera ("Point to Point") Enforcement
0%
Narrower Lanes
63%
On-street Cycling Facilities
84%
Traffic Calming on collector/high-pedestri an arterial roads (e.g. speed humps, raised...
53%
Emergency vehicle-friendly speed humps on arterial/collector roads
32%
Other (please specify)
5%
0
0.25
0.5
0.75
1

Question 23

In the area of Safe Speeds, which of the following countermeasures have you implemented? (Select all that apply)

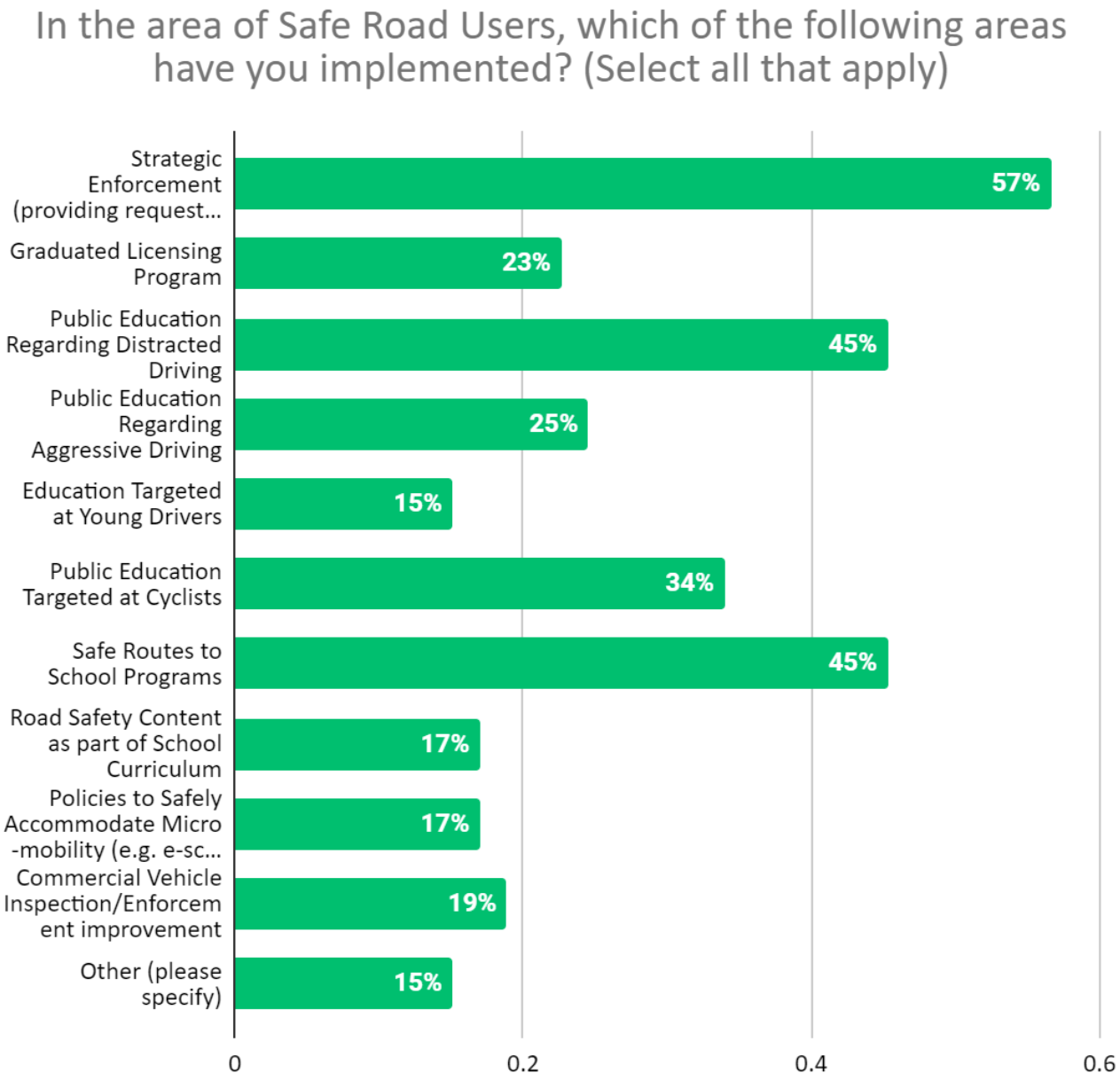
Municipal/Regional Under 100,000 Population		
Answer Choices	Responses	
Lower Residential Speed Limits	42%	15
Lower Arterial/Highway Speed Limits	22%	8
Gateway Treatments	11%	4
Speed Display Devices	89%	32
Automated Speed Enforcement (single point)	8%	3
Average Speed Camera ("Point to Point") Enforcement	0%	0
Narrower Lanes	47%	17
On-street Cycling Facilities	42%	15
Traffic Calming on collector/high-pedestrian arterial roads (e.g. speed humps, raised crosswalks, raised intersections, curb extensions)	56%	20
Emergency vehicle-friendly speed humps on arterial/collector roads	14%	5
Other (please specify)	6%	2
	Answered	**36**
	Skipped	**4**


In the area of Safe Speeds, which of the following countermeasures have you implemented? (Select all that apply)
Lower Residential Speed Limits
42%
Lower Arterial/Highway Speed Limits
22%
Gateway Treatments
11%
Speed Display Devices
89%
Automated Speed Enforcement (single point)
8%
Average Speed Camera ("Point to Point") Enforcement
0%
Narrower Lanes
47%
On-street Cycling Facilities
42%
Traffic Calming on collector/high-pedestrian arterial roads (e.g. speed humps, raised...
56%
Emergency vehicle-friendly speed humps on arterial/collector roads
14%
Other (please specify)
6%
0
0.25
0.5
0.75
1

Question 24

In the area of Safe Road Users, which of the following areas have you implemented? (Select all that apply)

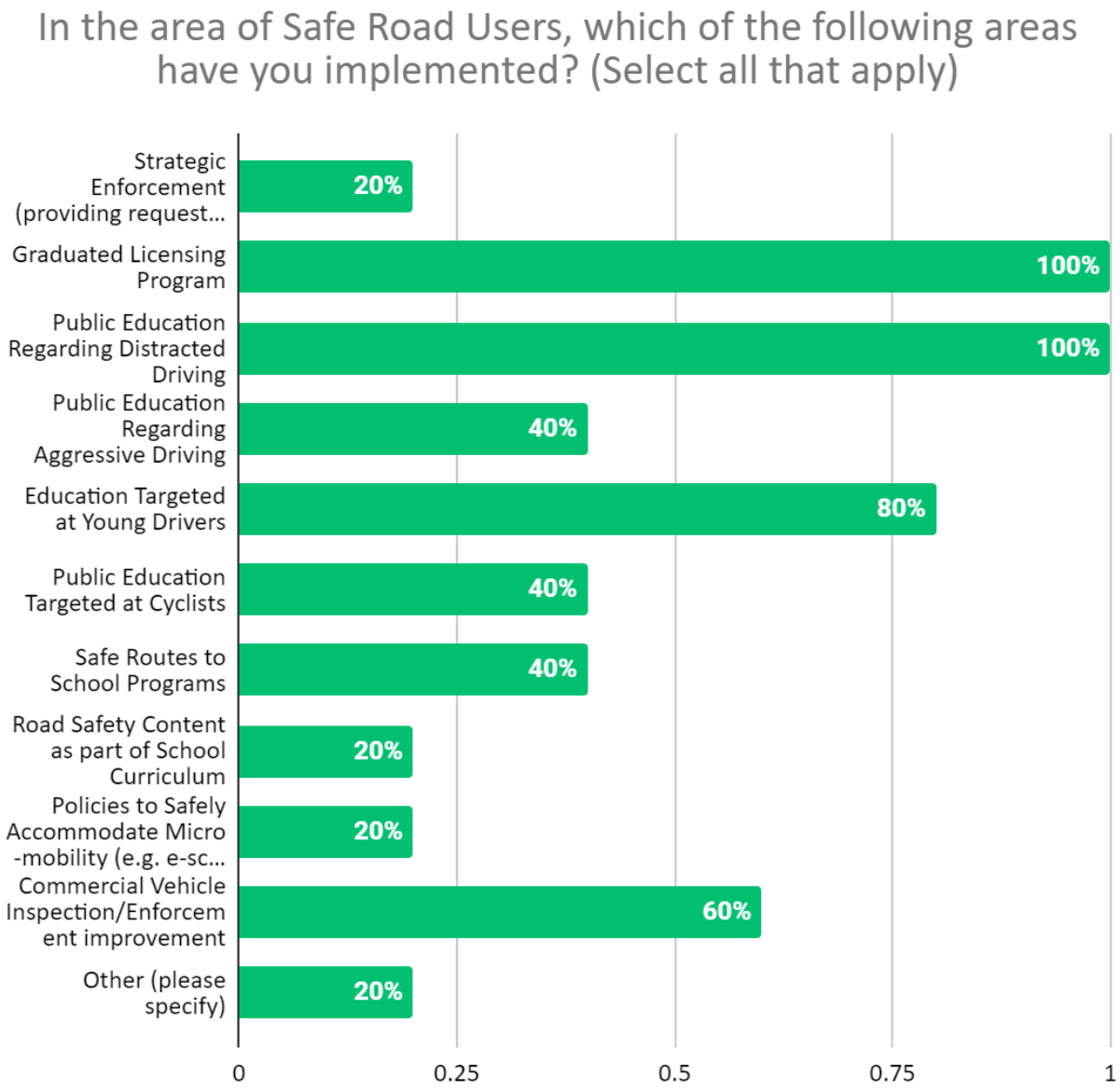
Aggregate Responses		
Answer Choices	Responses	
Strategic Enforcement (providing requests/locations to Police based on collision data)	57%	30
Graduated Licensing Program	23%	12
Public Education Regarding Distracted Driving	45%	24
Public Education Regarding Aggressive Driving	25%	13
Education Targeted at Young Drivers	15%	8
Public Education Targeted at Cyclists	34%	18
Safe Routes to School Programs	45%	24
Road Safety Content as part of School Curriculum	17%	9
Policies to Safely Accommodate Micro-mobility (e.g. e-scooters, e-bikes, e-boards)	17%	9
Commercial Vehicle Inspection/Enforcement improvement	19%	10
Other (please specify)	15%	8
	Answered	**53**
	Skipped	**12**


In the area of Safe Road Users, which of the following areas have you implemented? (Select all that apply)
Strategic Enforcement (providing request...
57%
Graduated Licensing Program
23%
Public Education Regarding Distracted Driving
45%
Public Education Regarding Aggressive Driving
25%
Education Targeted at Young Drivers
15%
Public Education Targeted at Cyclists
34%
Safe Routes to School Programs
45%
Road Safety Content as part of School Curriculum
17%
Policies to Safely Accommodate Micro -mobility (e.g. e-sc...
17%
Commercial Vehicle Inspection/Enforcement improvement
19%
Other (please specify)
15%
0
0.2
0.4
0.6

Question 24

In the area of Safe Road Users, which of the following areas have you implemented? (Select all that apply)

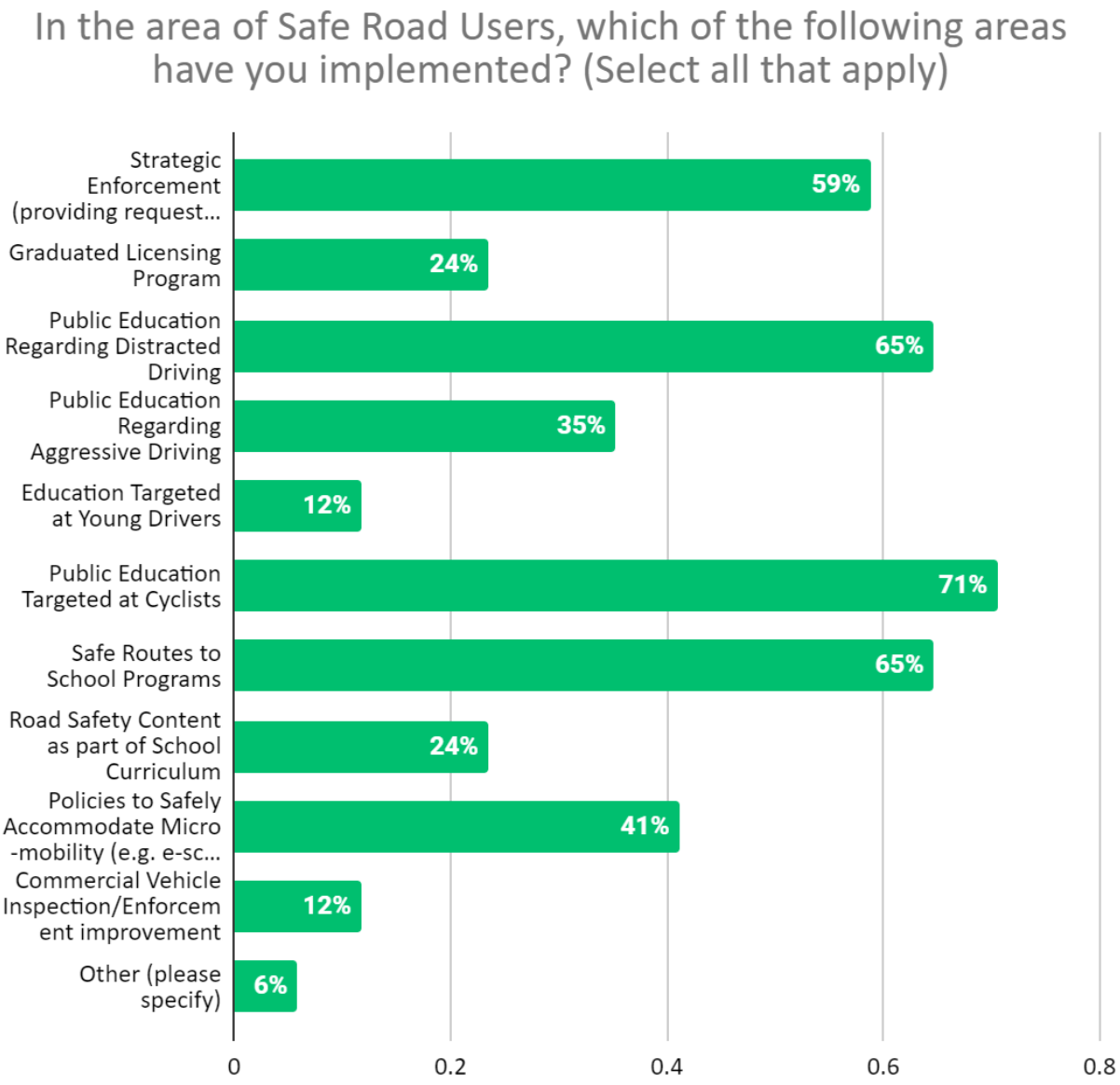
Provincial Subgroup		
Answer Choices	Responses	
Strategic Enforcement (providing requests/locations to Police based on collision data)	20%	1
Graduated Licensing Program	100%	5
Public Education Regarding Distracted Driving	100%	5
Public Education Regarding Aggressive Driving	40%	2
Education Targeted at Young Drivers	80%	4
Public Education Targeted at Cyclists	40%	2
Safe Routes to School Programs	40%	2
Road Safety Content as part of School Curriculum	20%	1
Policies to Safely Accommodate Micro-mobility (e.g. e-scooters, e-bikes, e-boards)	20%	1
Commercial Vehicle Inspection/Enforcement improvement	60%	3
Other (please specify)	20%	1
	Answered	**5**
	Skipped	**1**


In the area of Safe Road Users, which of the following areas have you implemented? (Select all that apply)
Strategic Enforcement (providing request...
20%
Graduated Licensing Program
100%
Public Education Regarding Distracted Driving
100%
Public Education Regarding Aggressive Driving
40%
Education Targeted at Young Drivers
80%
Public Education Targeted at Cyclists
40%
Safe Routes to School Programs
40%
Road Safety Content as part of School Curriculum
20%
Policies to Safely Accommodate Micro -mobility (e.g. e-sc...
20%
Commercial Vehicle Inspection/Enforcement improvement
60%
Other (please specify)
20%
0
0.25
0.5
0.75
1

Question 24

In the area of Safe Road Users, which of the following areas have you implemented? (Select all that apply)

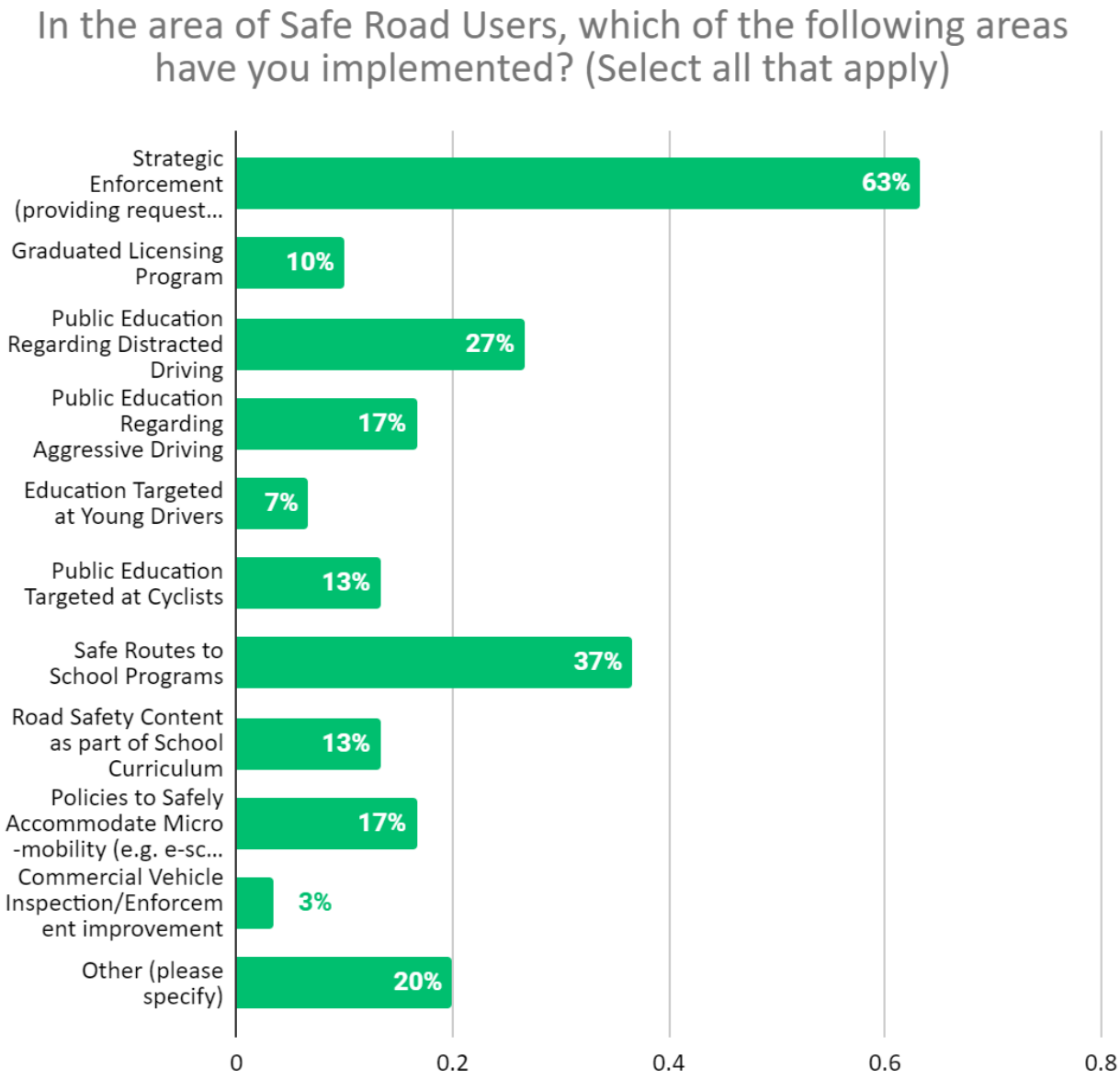
Municipal/Regional Over 100,000 Population		
Answer Choices	Responses	
Strategic Enforcement (providing requests/locations to Police based on collision data)	59%	10
Graduated Licensing Program	24%	4
Public Education Regarding Distracted Driving	65%	11
Public Education Regarding Aggressive Driving	35%	6
Education Targeted at Young Drivers	12%	2
Public Education Targeted at Cyclists	71%	12
Safe Routes to School Programs	65%	11
Road Safety Content as part of School Curriculum	24%	4
Policies to Safely Accommodate Micro-mobility (e.g. e-scooters, e-bikes, e-boards)	41%	7
Commercial Vehicle Inspection/Enforcement improvement	12%	2
Other (please specify)	6%	1
	Answered	**17**
	Skipped	**2**


In the area of Safe Road Users, which of the following areas have you implemented? (Select all that apply)
Strategic Enforcement (providing request...
59%
Graduated Licensing Program
24%
Public Education Regarding Distracted Driving
65%
Public Education Regarding Aggressive Driving
35%
Education Targeted at Young Drivers
12%
Public Education Targeted at Cyclists
71%
Safe Routes to School Programs
65%
Road Safety Content as part of School Curriculum
24%
Policies to Safely Accommodate Micro -mobility (e.g. e-sc...
41%
Commercial Vehicle Inspection/Enforcement improvement
12%
Other (please specify)
6%
0
0.2
0.4
0.6
0.8

Question 24

In the area of Safe Road Users, which of the following areas have you implemented? (Select all that apply)

Municipal/Regional Under 100,000 Population		
Answer Choices	Responses	
Strategic Enforcement (providing requests/locations to Police based on collision data)	63%	19
Graduated Licensing Program	10%	3
Public Education Regarding Distracted Driving	27%	8
Public Education Regarding Aggressive Driving	17%	5
Education Targeted at Young Drivers	7%	2
Public Education Targeted at Cyclists	13%	4
Safe Routes to School Programs	37%	11
Road Safety Content as part of School Curriculum	13%	4
Policies to Safely Accommodate Micro-mobility (e.g. e-scooters, e-bikes, e-boards)	17%	5
Commercial Vehicle Inspection/Enforcement improvement	3%	1
Other (please specify)	20%	6
	Answered	**30**
	Skipped	**10**

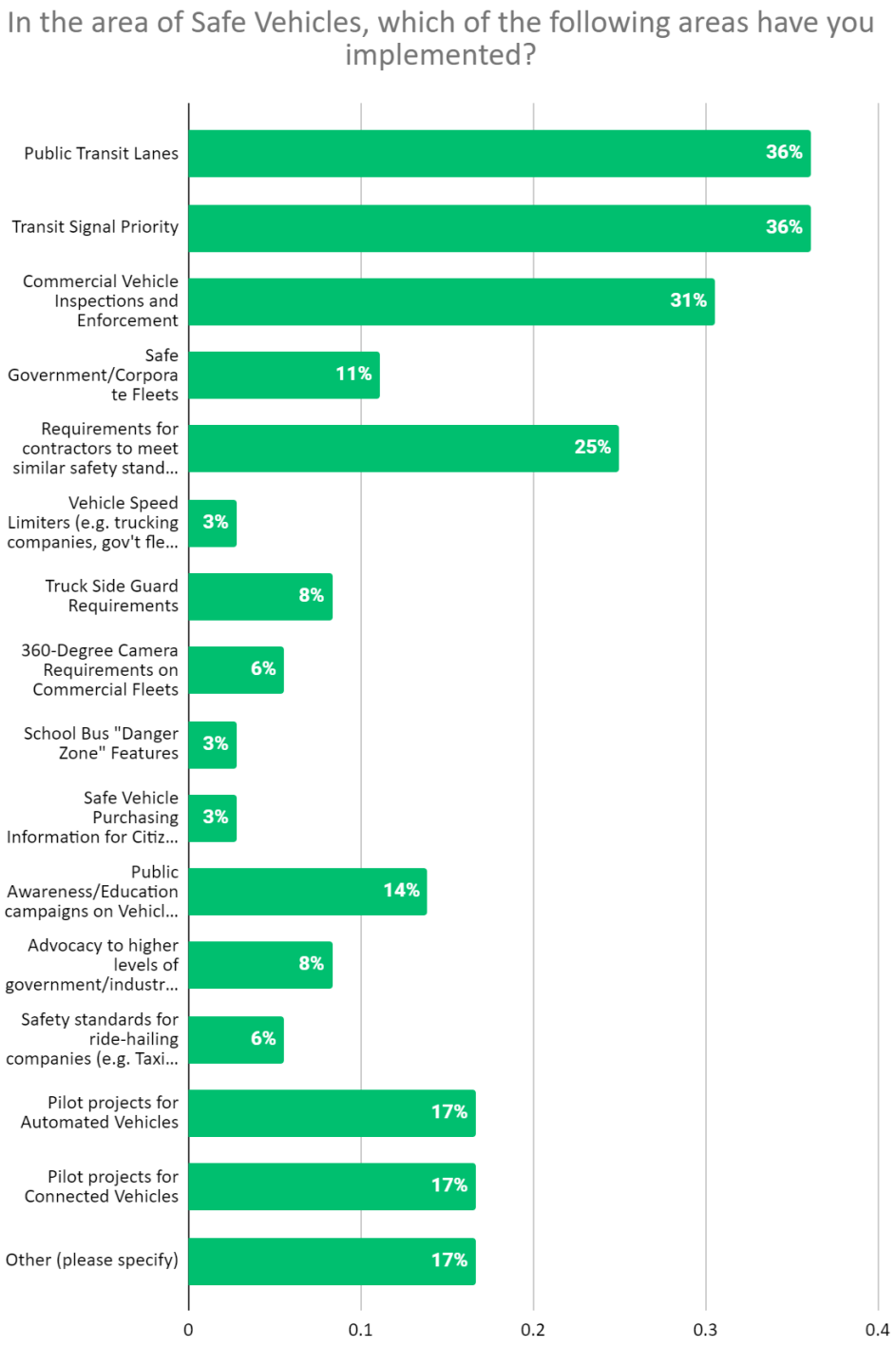

In the area of Safe Road Users, which of the following areas have you implemented? (Select all that apply)
Strategic Enforcement (providing request...
63%
Graduated Licensing Program
10%
Public Education Regarding Distracted Driving
27%
Public Education Regarding Aggressive Driving
17%
Education Targeted at Young Drivers
7%
Public Education Targeted at Cyclists
13%
Safe Routes to School Programs
37%
Road Safety Content as part of School Curriculum
13%
Policies to Safely Accommodate Micro -mobility (e.g. e-sc...
17%
Commercial Vehicle Inspection/Enforcement improvement
3%
Other (please specify)
20%
0
0.2
0.4
0.6
0.8

Question 25

In the area of Safe Vehicles, which of the following areas have you implemented?

Aggregate Responses		
Answer Choices	Responses	
Public Transit Lanes	36%	13
Transit Signal Priority	36%	13
Commercial Vehicle Inspections and Enforcement	31%	11
Safe Government/Corporate Fleets	11%	4
Requirements for contractors to meet similar safety standards	25%	9
Vehicle Speed Limiters (e.g. trucking companies, gov't fleets)	3%	1
Truck Side Guard Requirements	8%	3
360-Degree Camera Requirements on Commercial Fleets	6%	2
School Bus "Danger Zone" Features	3%	1
Safe Vehicle Purchasing Information for Citizens (e.g. on website)	3%	1
Public Awareness/Education campaigns on Vehicle Safety Features	14%	5
Advocacy to higher levels of government/industry to standardize vehicle safety features	8%	3
Safety standards for ride-hailing companies (e.g. Taxis, Uber, Lyft)	6%	2
Pilot projects for Automated Vehicles	17%	6
Pilot projects for Connected Vehicles	17%	6

Other (please specify)	17%	6
	Answered	**36**
	Skipped	**29**

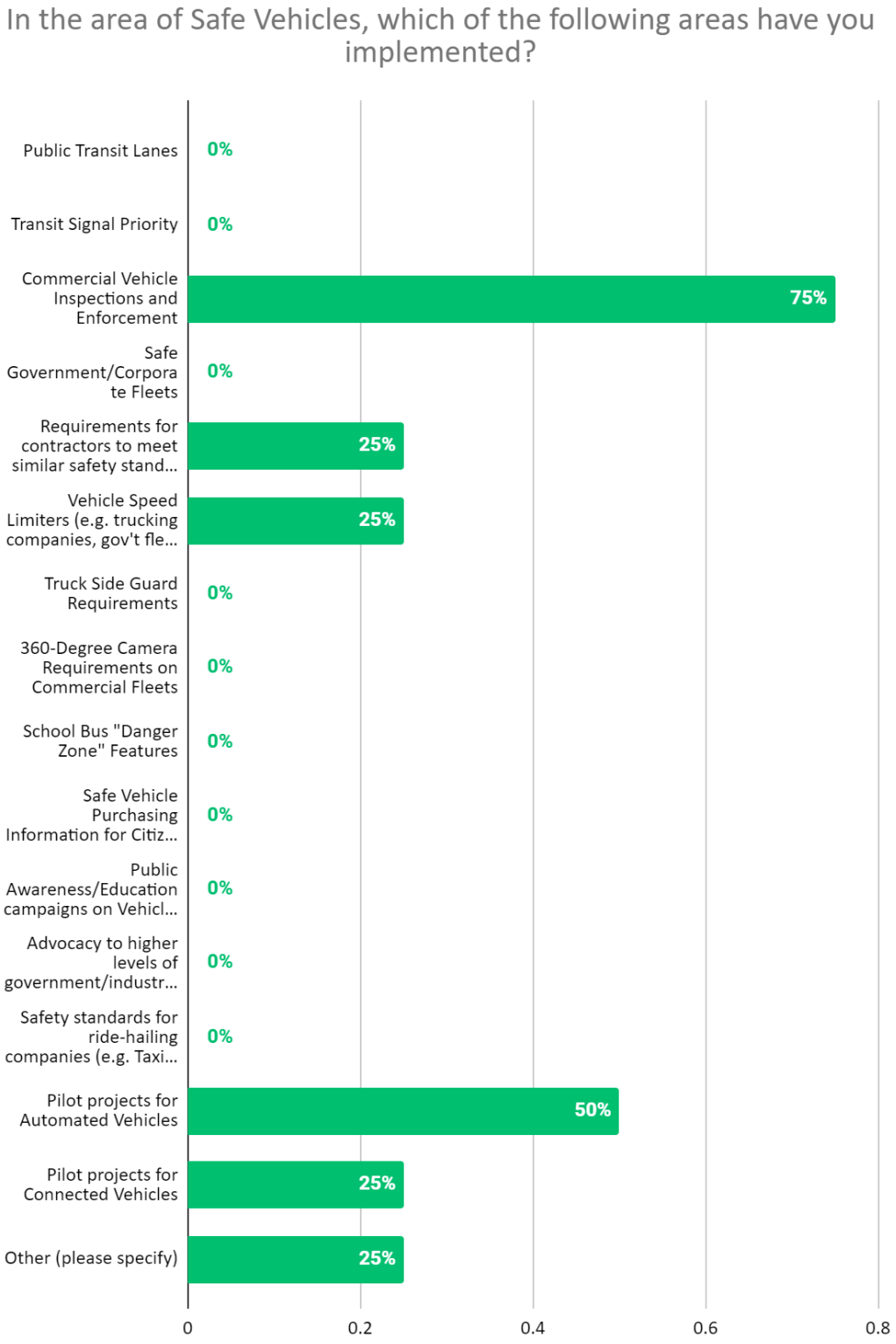

In the area of Safe Vehicles, which of the following areas have you implemented?
Public Transit Lanes
36%
Transit Signal Priority
36%
Commercial Vehicle Inspections and Enforcement
31%
Safe Government/Corporate Fleets
11%
Requirements for contractors to meet similar safety stand...
25%
Vehicle Speed Limiters (e.g. trucking companies, gov't fle...
3%
Truck Side Guard Requirements
8%
360-Degree Camera Requirements on Commercial Fleets
6%
School Bus "Danger Zone" Features
3%
Safe Vehicle Purchasing Information for Citiz...
3%
Public Awareness/Education campaigns on Vehicl...
14%
Advocacy to higher levels of government/industr...
8%
Safety standards for ride-hailing companies (e.g. Taxi...
6%
Pilot projects for Automated Vehicles
17%
Pilot projects for Connected Vehicles
17%
Other (please specify)
17%
0
0.1
0.2
0.3
0.4

Question 25

In the area of Safe Vehicles, which of the following areas have you implemented?

Provincial Subgroup		
Answer Choices	Responses	
Public Transit Lanes	0%	0
Transit Signal Priority	0%	0
Commercial Vehicle Inspections and Enforcement	75%	3
Safe Government/Corporate Fleets	0%	0
Requirements for contractors to meet similar safety standards	25%	1
Vehicle Speed Limiters (e.g. trucking companies, gov't fleets)	25%	1
Truck Side Guard Requirements	0%	0
360-Degree Camera Requirements on Commercial Fleets	0%	0
School Bus "Danger Zone" Features	0%	0
Safe Vehicle Purchasing Information for Citizens (e.g. on website)	0%	0
Public Awareness/Education campaigns on Vehicle Safety Features	0%	0
Advocacy to higher levels of government/industry to standardize vehicle safety features	0%	0
Safety standards for ride-hailing companies (e.g. Taxis, Uber, Lyft)	0%	0
Pilot projects for Automated Vehicles	50%	2
Pilot projects for Connected Vehicles	25%	1

Other (please specify)	25%	1
	Answered	**4**
	Skipped	**2**

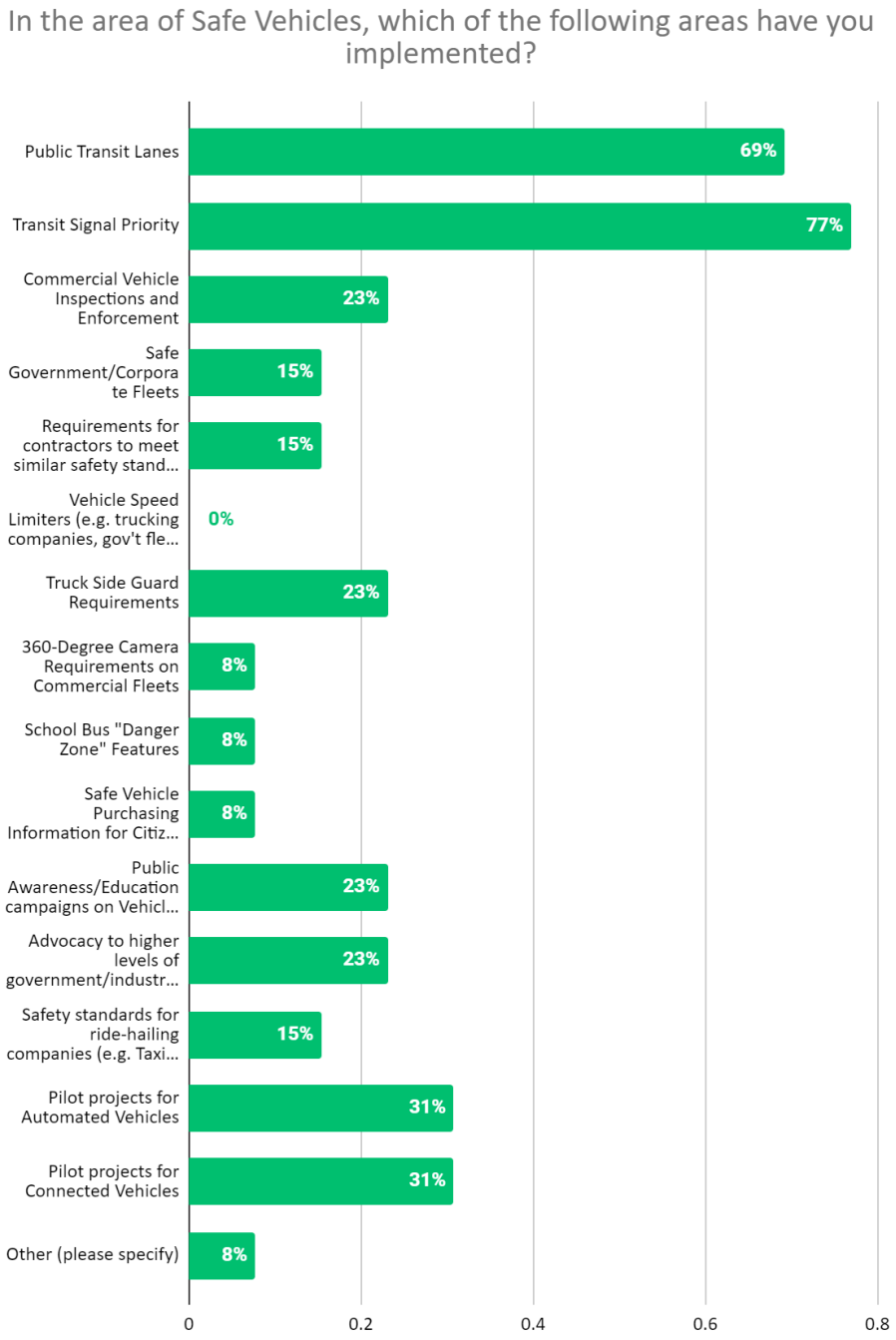

In the area of Safe Vehicles, which of the following areas have you implemented?
Public Transit Lanes
0%
Transit Signal Priority
0%
Commercial Vehicle Inspections and Enforcement
75%
Safe Government/Corporate Fleets
0%
Requirements for contractors to meet similar safety stand...
25%
Vehicle Speed Limiters (e.g. trucking companies, gov't fle...
25%
Truck Side Guard Requirements
0%
360-Degree Camera Requirements on Commercial Fleets
0%
School Bus "Danger Zone" Features
0%
Safe Vehicle Purchasing Information for Citiz...
0%
Public Awareness/Education campaigns on Vehicl...
0%
Advocacy to higher levels of government/industr...
0%
Safety standards for ride-hailing companies (e.g. Taxi...
0%
Pilot projects for Automated Vehicles
50%
Pilot projects for Connected Vehicles
25%
Other (please specify)
25%
0
0.2
0.4
0.6
0.8

Question 25

In the area of Safe Vehicles, which of the following areas have you implemented?

Municipal/Regional Over 100,000 Population		
Answer Choices	Responses	
Public Transit Lanes	69%	9
Transit Signal Priority	77%	10
Commercial Vehicle Inspections and Enforcement	23%	3
Safe Government/Corporate Fleets	15%	2
Requirements for contractors to meet similar safety standards	15%	2
Vehicle Speed Limiters (e.g. trucking companies, gov't fleets)	0%	0
Truck Side Guard Requirements	23%	3
360-Degree Camera Requirements on Commercial Fleets	8%	1
School Bus "Danger Zone" Features	8%	1
Safe Vehicle Purchasing Information for Citizens (e.g. on website)	8%	1
Public Awareness/Education campaigns on Vehicle Safety Features	23%	3
Advocacy to higher levels of government/industry to standardize vehicle safety features	23%	3
Safety standards for ride-hailing companies (e.g. Taxis, Uber, Lyft)	15%	2
Pilot projects for Automated Vehicles	31%	4
Pilot projects for Connected Vehicles	31%	4

Other (please specify)	8%	1
	Answered	**13**
	Skipped	**6**

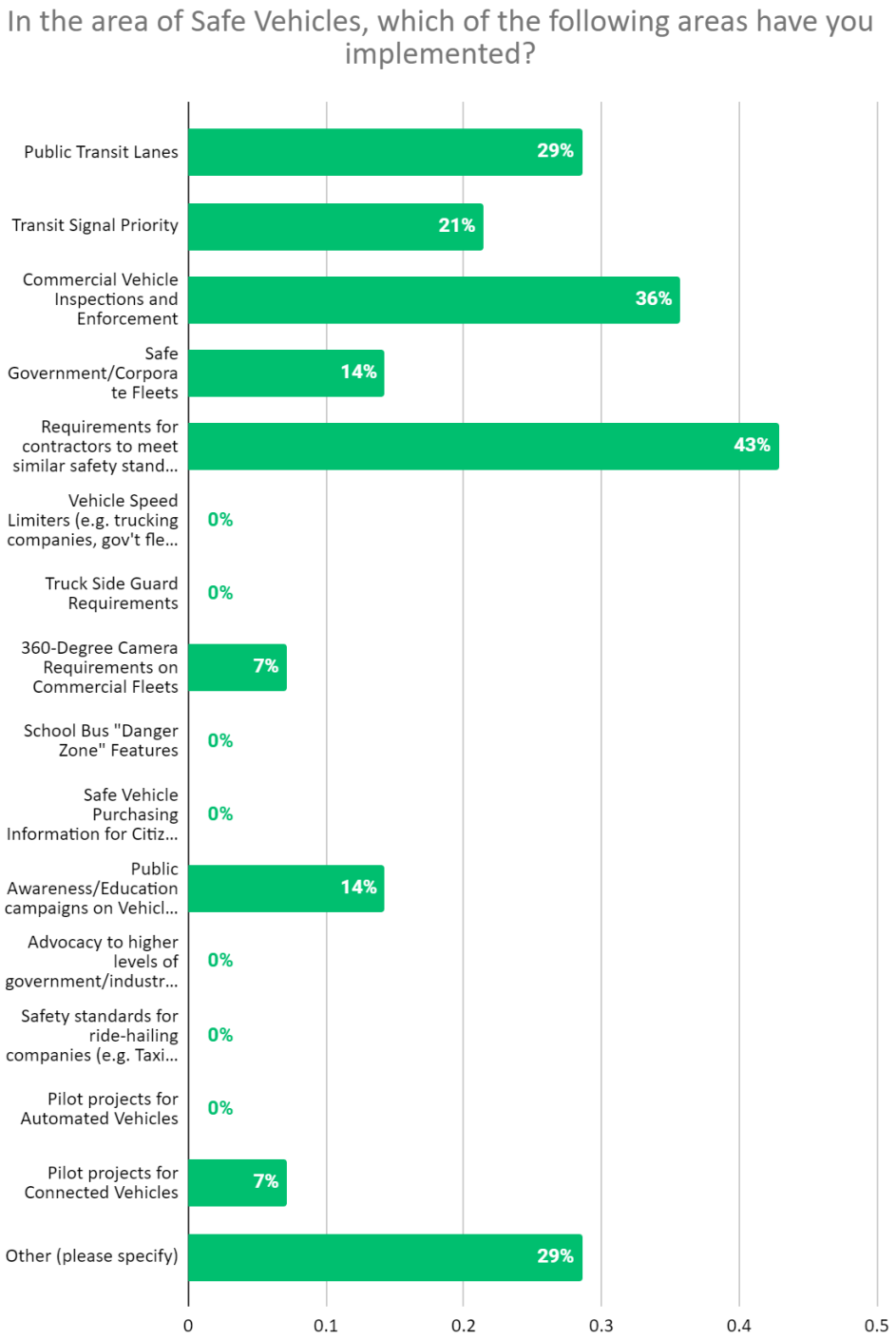

In the area of Safe Vehicles, which of the following areas have you implemented?
Public Transit Lanes
69%
Transit Signal Priority
77%
Commercial Vehicle Inspections and Enforcement
23%
Safe Government/Corporate Fleets
15%
Requirements for contractors to meet similar safety stand...
15%
Vehicle Speed Limiters (e.g. trucking companies, gov't fle...
0%
Truck Side Guard Requirements
23%
360-Degree Camera Requirements on Commercial Fleets
8%
School Bus "Danger Zone" Features
8%
Safe Vehicle Purchasing Information for Citiz...
8%
Public Awareness/Education campaigns on Vehicl...
23%
Advocacy to higher levels of government/industr...
23%
Safety standards for ride-hailing companies (e.g. Taxi...
15%
Pilot projects for Automated Vehicles
31%
Pilot projects for Connected Vehicles
31%
Other (please specify)
8%
0
0.2
0.4
0.6
0.8

Question 25

In the area of Safe Vehicles, which of the following areas have you implemented?

Municipal/Regional Under 100,000 Population		
Answer Choices	Responses	
Public Transit Lanes	29%	4
Transit Signal Priority	21%	3
Commercial Vehicle Inspections and Enforcement	36%	5
Safe Government/Corporate Fleets	14%	2
Requirements for contractors to meet similar safety standards	43%	6
Vehicle Speed Limiters (e.g. trucking companies, gov't fleets)	0%	0
Truck Side Guard Requirements	0%	0
360-Degree Camera Requirements on Commercial Fleets	7%	1
School Bus "Danger Zone" Features	0%	0
Safe Vehicle Purchasing Information for Citizens (e.g. on website)	0%	0
Public Awareness/Education campaigns on Vehicle Safety Features	14%	2
Advocacy to higher levels of government/industry to standardize vehicle safety features	0%	0
Safety standards for ride-hailing companies (e.g. Taxis, Uber, Lyft)	0%	0
Pilot projects for Automated Vehicles	0%	0
Pilot projects for Connected Vehicles	7%	1

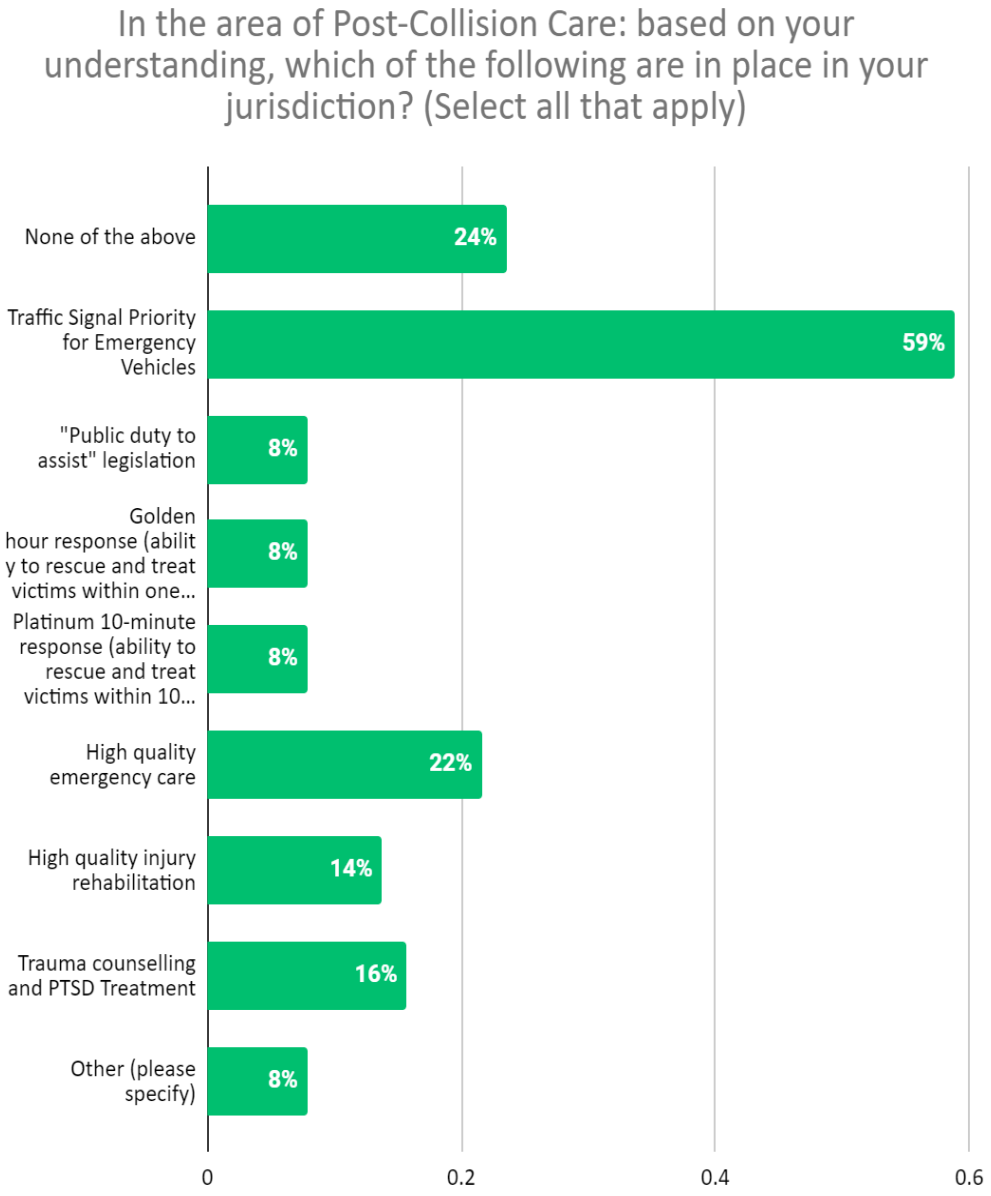
Other (please specify)	29%	4
	Answered	**14**
	Skipped	**26**


In the area of Safe Vehicles, which of the following areas have you implemented?
Public Transit Lanes
29%
Transit Signal Priority
21%
Commercial Vehicle Inspections and Enforcement
36%
Safe Government/Corporate Fleets
14%
Requirements for contractors to meet similar safety stand...
43%
Vehicle Speed Limiters (e.g. trucking companies, gov't fle...
0%
Truck Side Guard Requirements
0%
360-Degree Camera Requirements on Commercial Fleets
7%
School Bus "Danger Zone" Features
0%
Safe Vehicle Purchasing Information for Citiz...
0%
Public Awareness/Education campaigns on Vehicl...
14%
Advocacy to higher levels of government/industr...
0%
Safety standards for ride-hailing companies (e.g. Taxi...
0%
Pilot projects for Automated Vehicles
0%
Pilot projects for Connected Vehicles
7%
Other (please specify)
29%
0
0.1
0.2
0.3
0.4
0.5

Question 26

In the area of Post-Collision Care: based on your understanding, which of the following are in place in your jurisdiction? (Select all that apply)

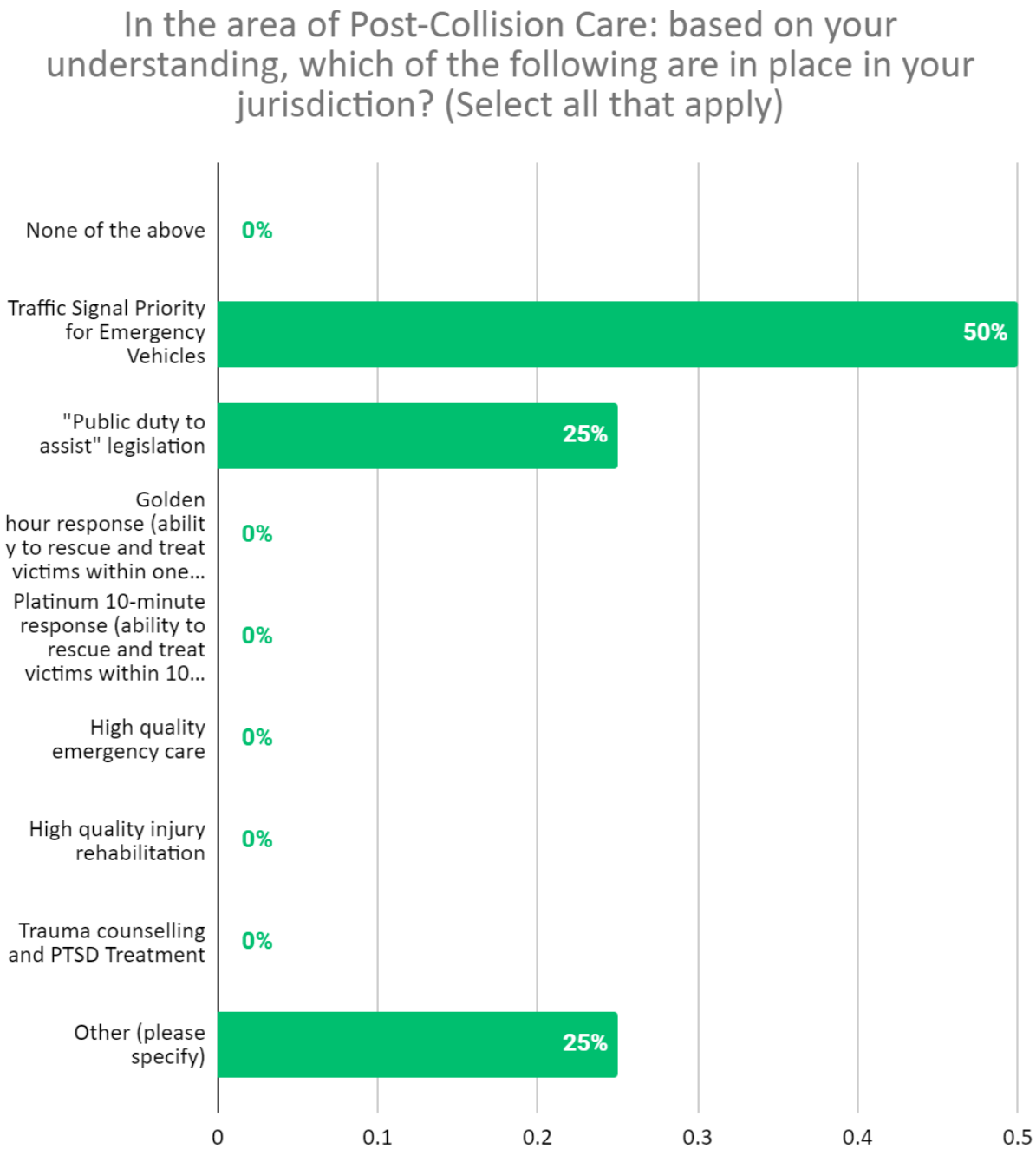
Aggregate Responses		
Answer Choices	Responses	
None of the above	24%	12
Traffic Signal Priority for Emergency Vehicles	59%	30
"Public duty to assist" legislation	8%	4
Golden hour response (ability to rescue and treat victims within one hour)	8%	4
Platinum 10-minute response (ability to rescue and treat victims within 10 minutes)	8%	4
High quality emergency care	22%	11
High quality injury rehabilitation	14%	7
Trauma counselling and PTSD Treatment	16%	8
Other (please specify)	8%	4
	Answered	**51**
	Skipped	**14**


In the area of Post-Collision Care: based on your understanding, which of the following are in place in your jurisdiction? (Select all that apply)
None of the above
24%
Traffic Signal Priority for Emergency Vehicles
59%
"Public duty to assist" legislation
8%
Golden hour response (abilit y to rescue and treat victims within one...
8%
Platinum 10-minute response (ability to rescue and treat victims within 10...
8%
High quality emergency care
22%
High quality injury rehabilitation
14%
Trauma counselling and PTSD Treatment
16%
Other (please specify)
8%
0
0.2
0.4
0.6

Question 26

In the area of Post-Collision Care: based on your understanding, which of the following are in place in your jurisdiction? (Select all that apply)

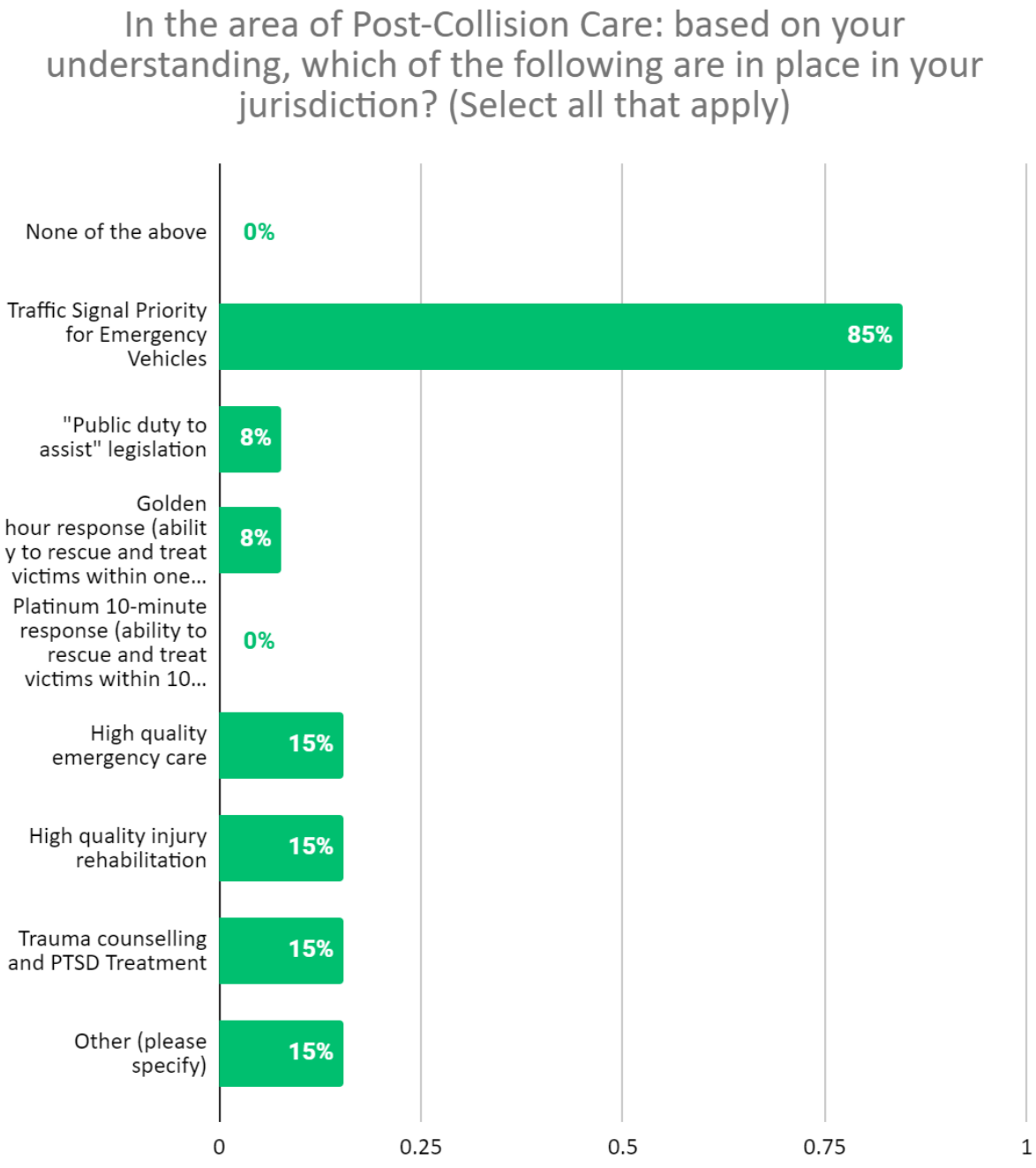
Provincial Subgroup		
Answer Choices	Responses	
None of the above	0%	0
Traffic Signal Priority for Emergency Vehicles	50%	2
"Public duty to assist" legislation	25%	1
Golden hour response (ability to rescue and treat victims within one hour)	0%	0
Platinum 10-minute response (ability to rescue and treat victims within 10 minutes)	0%	0
High quality emergency care	0%	0
High quality injury rehabilitation	0%	0
Trauma counselling and PTSD Treatment	0%	0
Other (please specify)	25%	1
	Answered	**4**
	Skipped	**2**


In the area of Post-Collision Care: based on your understanding, which of the following are in place in your jurisdiction? (Select all that apply)
None of the above
0%
Traffic Signal Priority for Emergency Vehicles
50%
"Public duty to assist" legislation
25%
Golden hour response (abilit y to rescue and treat victims within one...
0%
Platinum 10-minute response (ability to rescue and treat victims within 10...
0%
High quality emergency care
0%
High quality injury rehabilitation
0%
Trauma counselling and PTSD Treatment
0%
Other (please specify)
25%
0
0.1
0.2
0.3
0.4
0.5

Question 26

In the area of Post-Collision Care: based on your understanding, which of the following are in place in your jurisdiction? (Select all that apply)

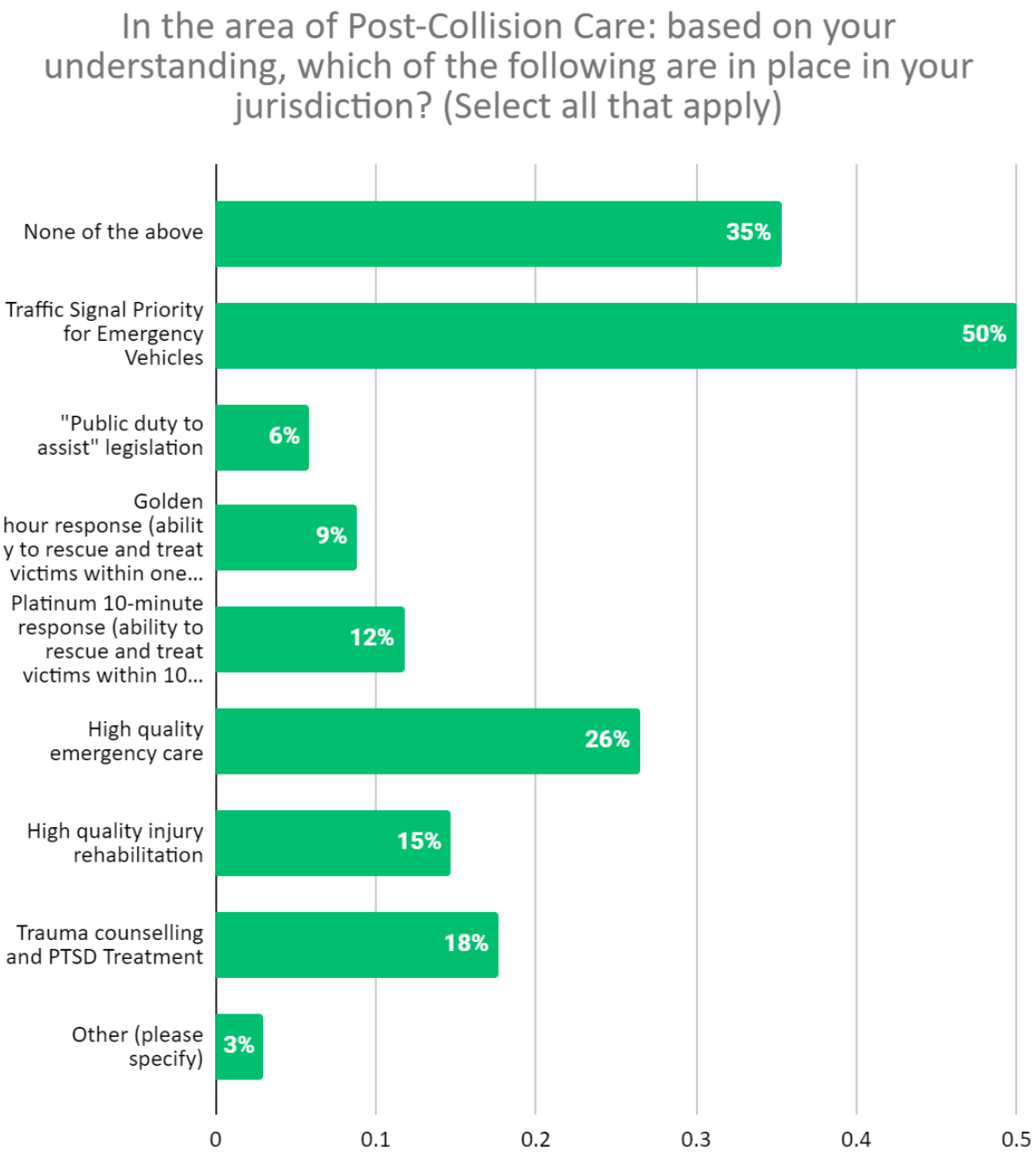
Municipal/Regional Over 100,000 Population		
Answer Choices	Responses	
None of the above	0%	0
Traffic Signal Priority for Emergency Vehicles	85%	11
"Public duty to assist" legislation	8%	1
Golden hour response (ability to rescue and treat victims within one hour)	8%	1
Platinum 10-minute response (ability to rescue and treat victims within 10 minutes)	0%	0
High quality emergency care	15%	2
High quality injury rehabilitation	15%	2
Trauma counselling and PTSD Treatment	15%	2
Other (please specify)	15%	2
	Answered	**13**
	Skipped	**6**


In the area of Post-Collision Care: based on your understanding, which of the following are in place in your jurisdiction? (Select all that apply)
None of the above
0%
Traffic Signal Priority for Emergency Vehicles
85%
"Public duty to assist" legislation
8%
Golden hour response (abilit y to rescue and treat victims within one...
8%
Platinum 10-minute response (ability to rescue and treat victims within 10...
0%
High quality emergency care
15%
High quality injury rehabilitation
15%
Trauma counselling and PTSD Treatment
15%
Other (please specify)
15%
0
0.25
0.5
0.75
1

Question 26

In the area of Post-Collision Care: based on your understanding, which of the following are in place in your jurisdiction? (Select all that apply)

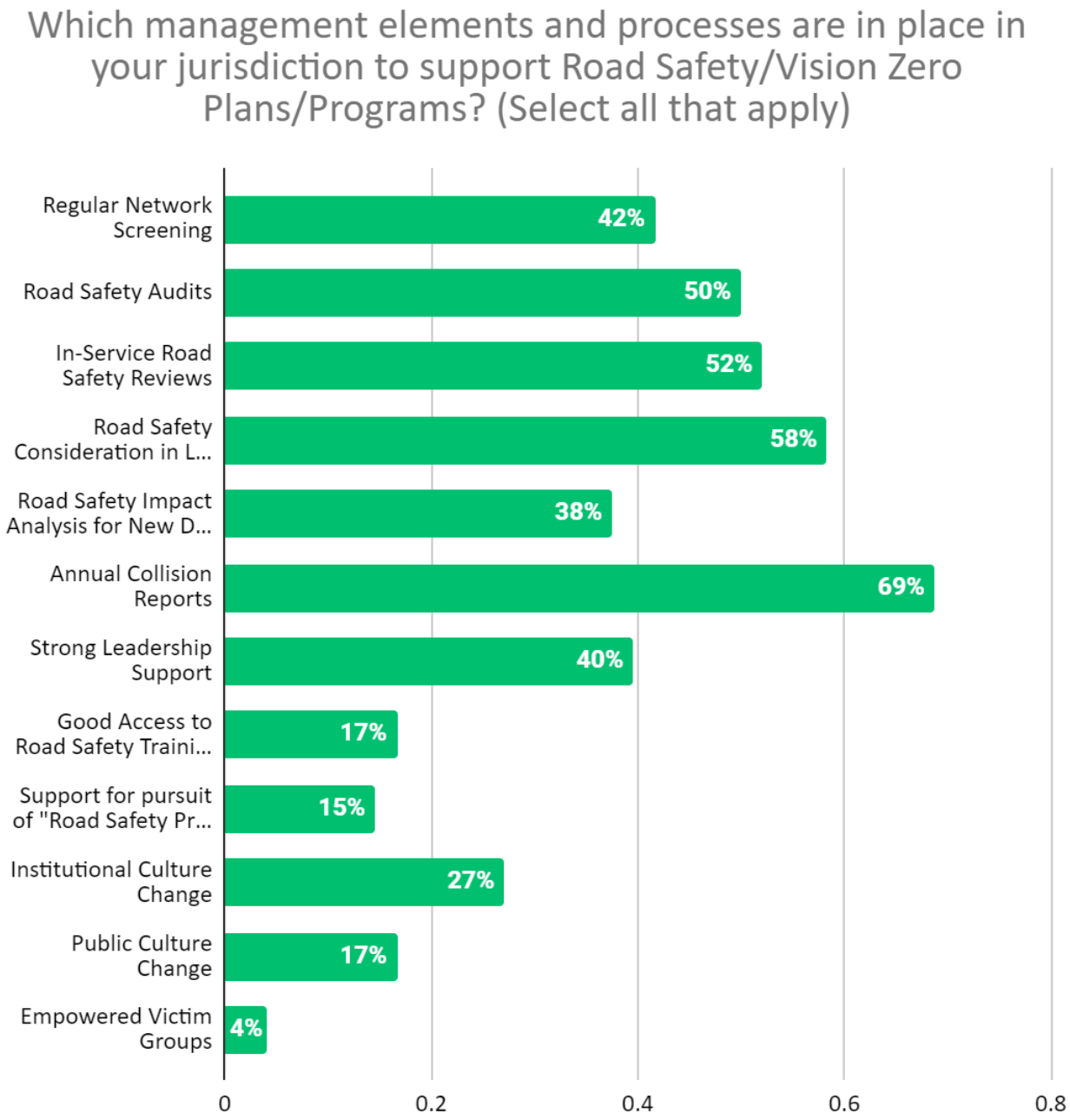
Municipal/Regional Under 100,000 Population		
Answer Choices	Responses	
None of the above	35%	12
Traffic Signal Priority for Emergency Vehicles	50%	17
"Public duty to assist" legislation	6%	2
Golden hour response (ability to rescue and treat victims within one hour)	9%	3
Platinum 10-minute response (ability to rescue and treat victims within 10 minutes)	12%	4
High quality emergency care	26%	9
High quality injury rehabilitation	15%	5
Trauma counselling and PTSD Treatment	18%	6
Other (please specify)	3%	1
	Answered	**34**
	Skipped	**6**


In the area of Post-Collision Care: based on your understanding, which of the following are in place in your jurisdiction? (Select all that apply)
None of the above
35%
Traffic Signal Priority for Emergency Vehicles
50%
"Public duty to assist" legislation
6%
Golden hour response (abilit y to rescue and treat victims within one...
9%
Platinum 10-minute response (ability to rescue and treat victims within 10...
12%
High quality emergency care
26%
High quality injury rehabilitation
15%
Trauma counselling and PTSD Treatment
18%
Other (please specify)
3%
0
0.1
0.2
0.3
0.4
0.5

Question 27

Which management elements and processes are in place in your jurisdiction to support Road Safety/Vision Zero Plans/Programs? (Select all that apply)

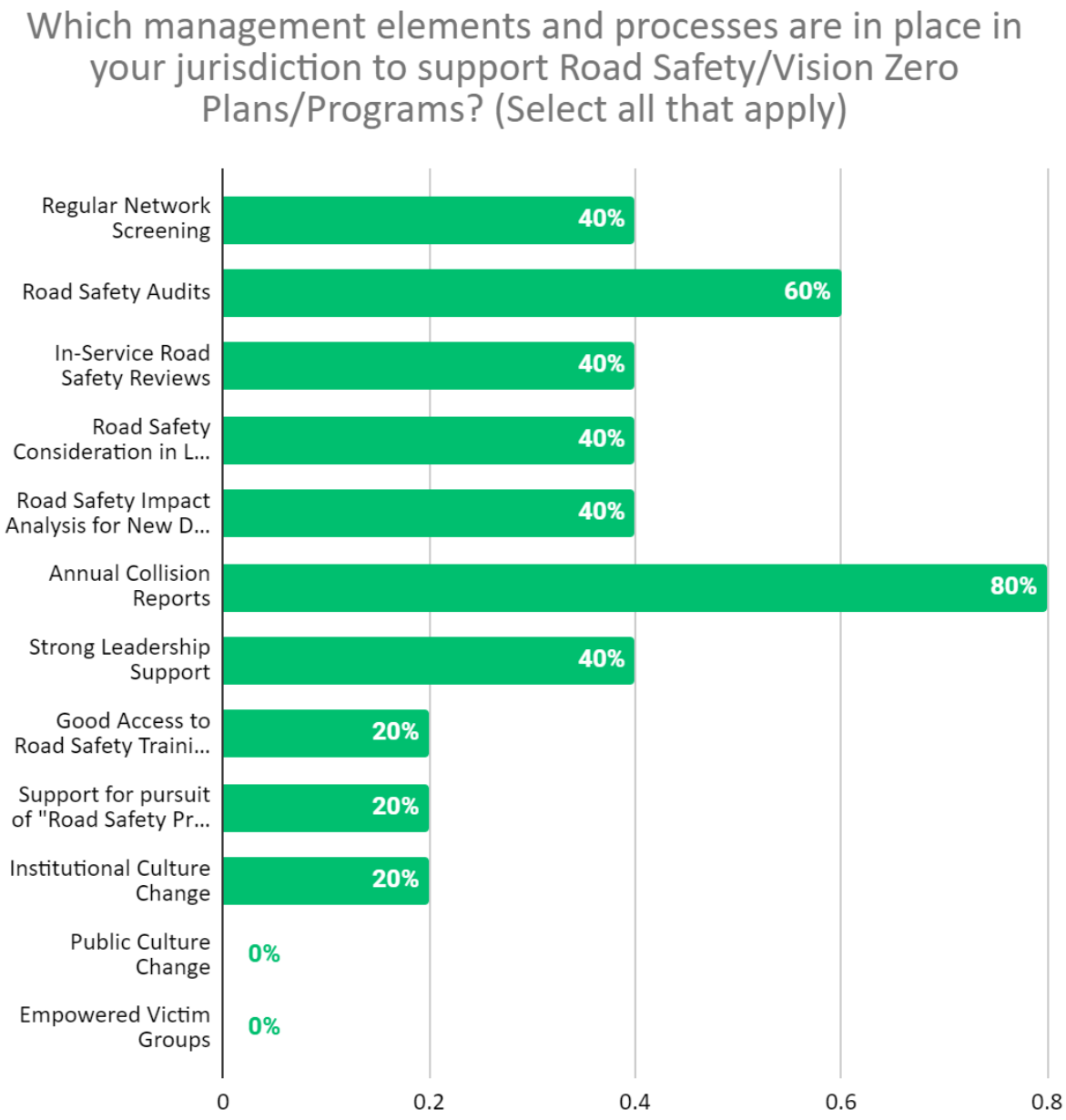
Agreggate Responses		
Answer Choices	Responses	
Regular Network Screening	42%	20
Road Safety Audits	50%	24
In-Service Road Safety Reviews	52%	25
Road Safety Consideration in Land Use or Area Planning	58%	28
Road Safety Impact Analysis for New Developments	38%	18
Annual Collision Reports	69%	33
Strong Leadership Support	40%	19
Good Access to Road Safety Training for all Staff	17%	8
Support for pursuit of "Road Safety Professional" Designation	15%	7
Institutional Culture Change	27%	13
Public Culture Change	17%	8
Empowered Victim Groups	4%	2
	Answered	**48**
	Skipped	**17**


Which management elements and processes are in place in your jurisdiction to support Road Safety/Vision Zero Plans/Programs? (Select all that apply)
Regular Network Screening
42%
Road Safety Audits
50%
In-Service Road Safety Reviews
52%
Road Safety Consideration in L...
58%
Road Safety Impact Analysis for New D...
38%
Annual Collision Reports
69%
Strong Leadership Support
40%
Good Access to Road Safety Traini...
17%
Support for pursuit of "Road Safety Pr...
15%
Institutional Culture Change
27%
Public Culture Change
17%
Empowered Victim Groups
4%
0
0.2
0.4
0.6
0.8

Question 27

Which management elements and processes are in place in your jurisdiction to support Road Safety/Vision Zero Plans/Programs? (Select all that apply)

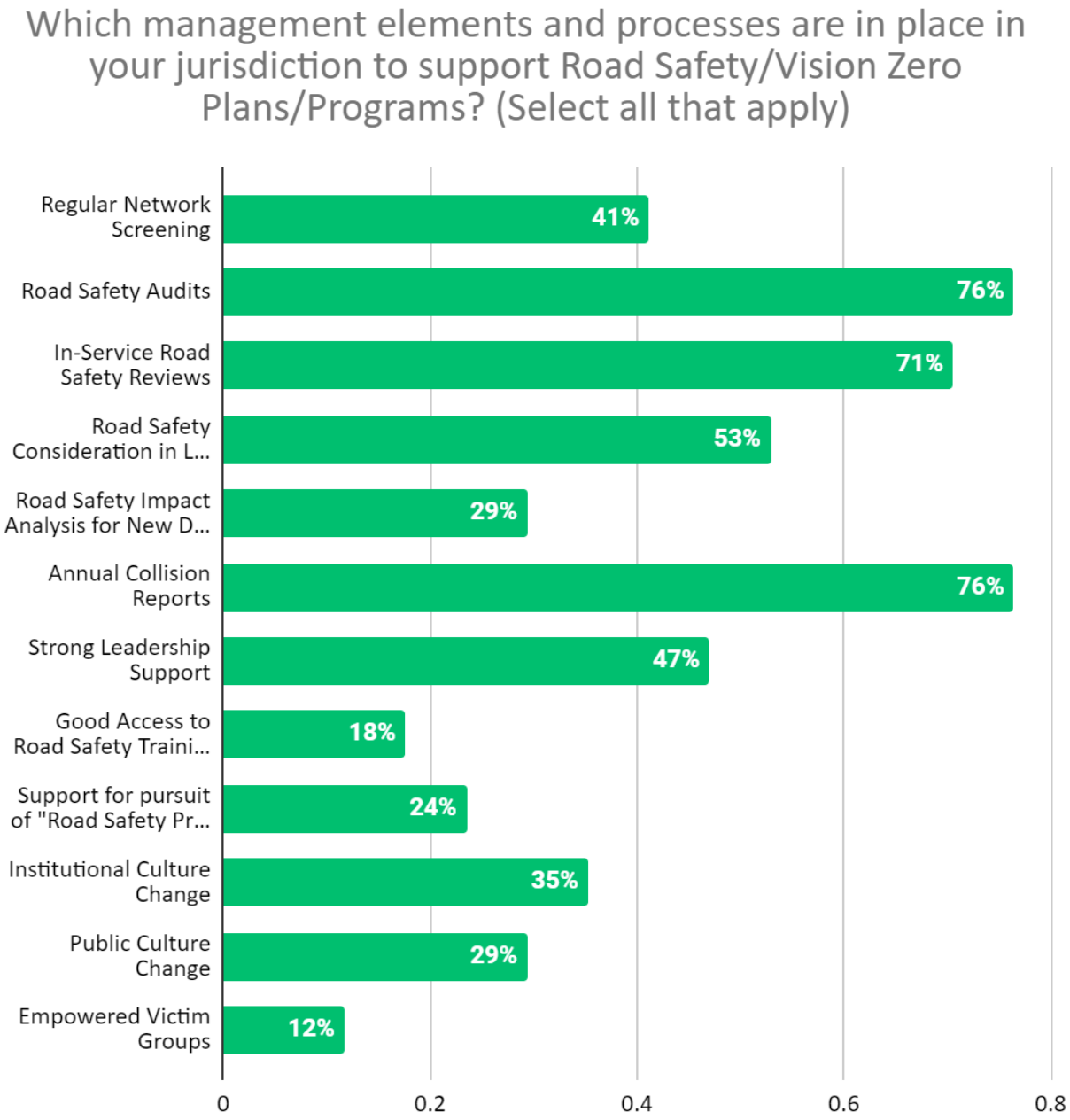
Provincial Subgroup		
Answer Choices	Responses	
Regular Network Screening	40%	2
Road Safety Audits	60%	3
In-Service Road Safety Reviews	40%	2
Road Safety Consideration in Land Use or Area Planning	40%	2
Road Safety Impact Analysis for New Developments	40%	2
Annual Collision Reports	80%	4
Strong Leadership Support	40%	2
Good Access to Road Safety Training for all Staff	20%	1
Support for pursuit of "Road Safety Professional" Designation	20%	1
Institutional Culture Change	20%	1
Public Culture Change	0%	0
Empowered Victim Groups	0%	0
	Answered	**5**
	Skipped	**1**


Which management elements and processes are in place in your jurisdiction to support Road Safety/Vision Zero Plans/Programs? (Select all that apply)
Regular Network Screening
40%
Road Safety Audits
60%
In-Service Road Safety Reviews
40%
Road Safety Consideration in L...
40%
Road Safety Impact Analysis for New D...
40%
Annual Collision Reports
80%
Strong Leadership Support
40%
Good Access to Road Safety Traini...
20%
Support for pursuit of "Road Safety Pr...
20%
Institutional Culture Change
20%
Public Culture Change
0%
Empowered Victim Groups
0%
0
0.2
0.4
0.6
0.8

Question 27

Which management elements and processes are in place in your jurisdiction to support Road Safety/Vision Zero Plans/Programs? (Select all that apply)

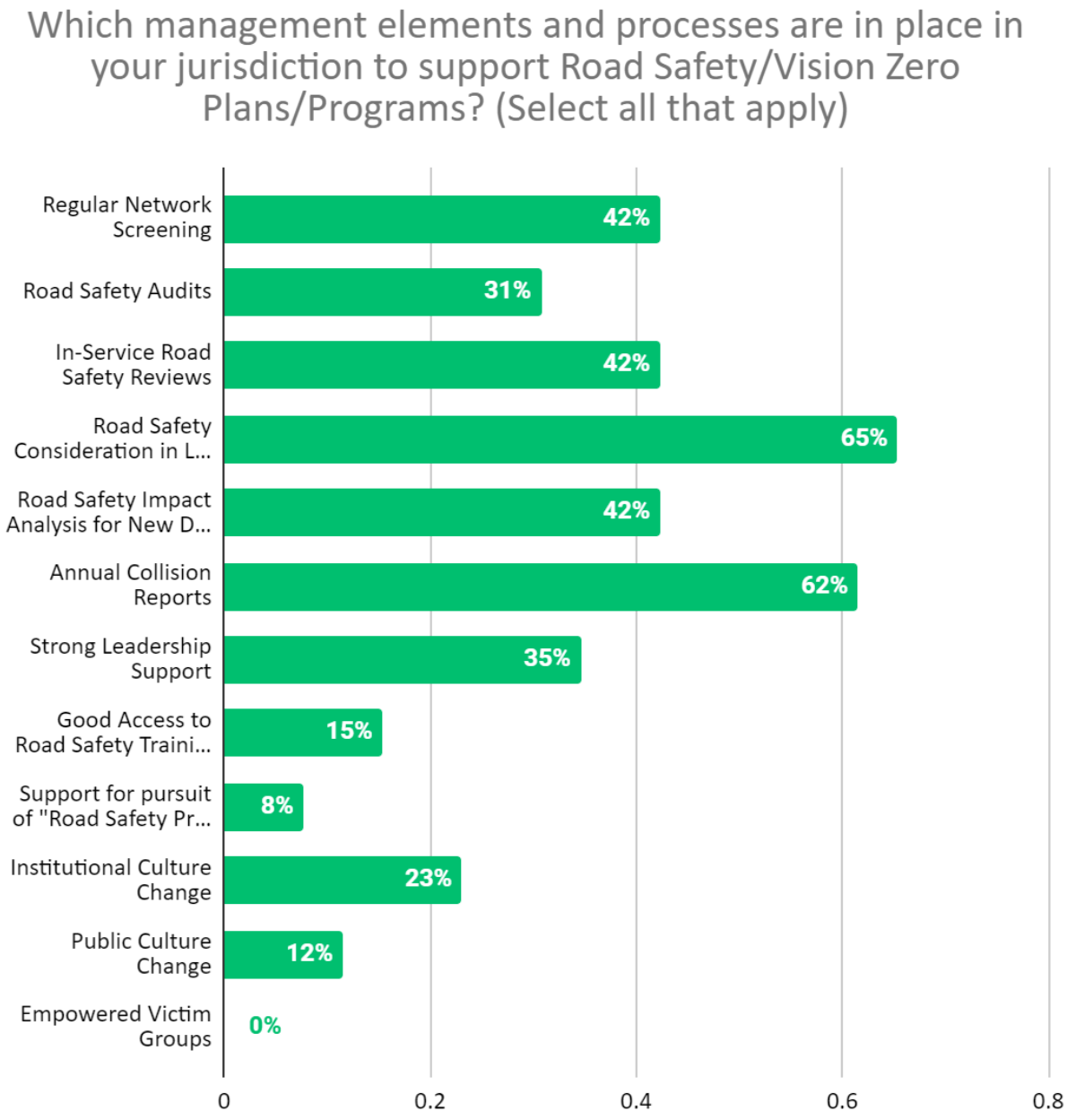
Municipal/Regional Over 100,000 Population		
Answer Choices	Responses	
Regular Network Screening	41%	7
Road Safety Audits	76%	13
In-Service Road Safety Reviews	71%	12
Road Safety Consideration in Land Use or Area Planning	53%	9
Road Safety Impact Analysis for New Developments	29%	5
Annual Collision Reports	76%	13
Strong Leadership Support	47%	8
Good Access to Road Safety Training for all Staff	18%	3
Support for pursuit of "Road Safety Professional" Designation	24%	4
Institutional Culture Change	35%	6
Public Culture Change	29%	5
Empowered Victim Groups	12%	2
	Answered	**17**
	Skipped	**2**


Which management elements and processes are in place in your jurisdiction to support Road Safety/Vision Zero Plans/Programs? (Select all that apply)
Regular Network Screening
41%
Road Safety Audits
76%
In-Service Road Safety Reviews
71%
Road Safety Consideration in L...
53%
Road Safety Impact Analysis for New D...
29%
Annual Collision Reports
76%
Strong Leadership Support
47%
Good Access to Road Safety Traini...
18%
Support for pursuit of "Road Safety Pr...
24%
Institutional Culture Change
35%
Public Culture Change
29%
Empowered Victim Groups
12%
0
0.2
0.4
0.6
0.8

Question 27

Which management elements and processes are in place in your jurisdiction to support Road Safety/Vision Zero Plans/Programs? (Select all that apply)

Municipal/Regional Under 100,000 Population		
Answer Choices	Responses	
Regular Network Screening	42%	11
Road Safety Audits	31%	8
In-Service Road Safety Reviews	42%	11
Road Safety Consideration in Land Use or Area Planning	65%	17
Road Safety Impact Analysis for New Developments	42%	11
Annual Collision Reports	62%	16
Strong Leadership Support	35%	9
Good Access to Road Safety Training for all Staff	15%	4
Support for pursuit of "Road Safety Professional" Designation	8%	2
Institutional Culture Change	23%	6
Public Culture Change	12%	3
Empowered Victim Groups	0%	0
	Answered	**26**
	Skipped	**14**


Which management elements and processes are in place in your jurisdiction to support Road Safety/Vision Zero Plans/Programs? (Select all that apply)
Regular Network Screening
42%
Road Safety Audits
31%
In-Service Road Safety Reviews
42%
Road Safety Consideration in L...
65%
Road Safety Impact Analysis for New D...
42%
Annual Collision Reports
62%
Strong Leadership Support
35%
Good Access to Road Safety Traini...
15%
Support for pursuit of "Road Safety Pr...
8%
Institutional Culture Change
23%
Public Culture Change
12%
Empowered Victim Groups
0%
0
0.2
0.4
0.6
0.8

APPENDIX C: ENVIRONMENTAL SCAN OF NON-GOVERNMENT ORGANIZATIONS

Organization Name	What it Does	Geographical Region	Org Type	Reference VZ or SS?	Primary Sub Type	Focus	Notes	Website
Arrive Alive-Drive Sober	Mission is to eliminate impaired driving in Ontario.	Ontario	Not for Profit	No	Advocacy	Impaired Driving	Not covered on website	https://arrivealive.org
Aviva	Aviva Canada invests in safer Canadian communities through Aviva Take Back Our Roads. Launched in 2019, they are investing in data driven solutions and strategic collaborations to make safer roads a reality for all. They also support Parachute.	Canada	Industry		Insurance	All		https://www.insurancebusinessmag.com/ca/news/digital-age/aviva-canada-reveals-first-batch-of-startups-participating-in-road-safety-accelerator-195960.aspx
Bike Ottawa	Our volunteers advocate to all levels of government for safe bike infrastructure and other measures to make Ottawa a bike-friendly city.	Ottawa	Not for Profit	No	Advocacy	Bikes		bikeottawa.ca
Canada's First National Active Transportation Strategy	Active transportation refers to the movement of people or goods powered by human activity. Active transportation includes walking, cycling and the use of human-powered or hybrid mobility aids such as wheelchairs, scooters, e-bikes, rollerblades, snowshoes and cross-country skis. To coordinate active transportation investments that reflect best practice planning, design, regulations, and standards across levels of government, Indigenous communities, not-for profits and the private sector.	Canada	Not for Profit		Operational	Active Modes	There may well be provincial plans	https://www.infrastructure.gc.ca/trans/active-actif-eng.html https://www.infrastructure.gc.ca/alt-format/pdf/trans/Canada's-First-National-Active-Transportation-Strategy-EN.pdf
Canadian Association of Chiefs of Police	Safety and security for all Canadians through innovative police leadership	Canada	Not for Profit	No	Advocacy	All		https://www.cacp.ca/index.html
Canadian Association of Road Safety Professionals (CARSP)	Canadian Association of Road Safety Professionals (CARSP) supports Canada's road safety community by providing access to multi-disciplinary information, research and networking opportunities.	Canada	Not for Profit	Yes	Operational	All	supports both - reflected in vision and mission statements	https://carsp.ca
Canadian Automobile	CAA offers helpful resources to make the roads safer for everyone. CAA supports mobility in all its forms – not just motor vehicles but cycling,	Canada	Not for Profit		Operational	Motor Vehicle		https://www.caa.ca/sustainability/bike-safety/ https://www.caa.ca/sustainability/active-transportation/

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Association (CAA)	transit, and walking. CAA is a member of the Active Transportation Coalition, lobbying for proactive federal measures to encourage bike/pedestrian infrastructure spending.							
Canadian Council for Motor Transport Administrators (CCMTA)	CCMTA is an incorporated body that coordinates matters dealing with the administration, regulation and control of motor vehicle transportation and highway safety. Membership includes representation from provincial and territorial governments as well as the federal government of Canada. It is also the custodian for Canada's Road Safety Strategy - Canada's Road Safety Strategy (RSS) 2025 Goal - Towards Zero - The safest roads in the world	Canada	Not for Profit	Yes	Operational	All	Membership includes representation from provincial and territorial governments as well as the federal government of Canada.	https://www.ccmta.ca/en/
Canadian Institute of Planners (CIP)	The Canadian Institute of Planners (CIP) works on behalf of over 7,500 planning professionals, and has served as the voice of Canada's planning community since 1919.	Canada	Not for Profit	No	Operational	All	Not covered on website	https://cip-icu.ca/
Canadian Institute of Transportation Engineers (CITE)	The Canadian Institute of Transportation Engineers (CITE) membership is composed of over 2,000 transportation engineers, planners, technologists and students across Canada.	Canada	Not for Profit	Yes	Operational	All	supports both - bun not specifically mentioned in strategic plan 2020-2024	https://cite7.org
Canadian Safety Council	The Canada Safety Council is an independent, knowledge-based, charitable organization dedicated to the cause of safety. We provide national leadership in safety through information, education and collaboration. We are Canada's voice and resource for safety.	Canada	Not for Profit	No	Advocacy	All	Campaign - National Road Safety Week, in May	https://canadasafetycouncil.org/
Canadian Truckers Association (CTA)	Canadian Truckers Association is the leader in advocating for truckers' rights and issues. Canadian Truckers Association's Policy Committees address legislation and regulation policy's that impact safety and security.	Canada	Not for Profit		Operational	Heavy Vehicle		https://roadsafetyatwork.ca/about-road-safety-at-work/

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Canadian Trucking Alliance	Is involved with the Federal and Provincial Governments to ensure safety regulations are introduced and supported.	Canada	Not for Profit		Operational	Heavy Vehicle		http://cantruck.ca/safety/
Canadian Urban Transit Authority (CUTA)	CUTA is more than just a voice for transit. They are also involved in integrated mobility, connecting transit with other modes of transport to get from door-to-door, such as a bike share, a cab, ways to improve active transportation like bike lanes or pedestrian bridges.	Canada	Not for Profit		Operational	Transit		https://cutaactu.ca/about/about/
Capital Region Integrated Safety Partnership (CRISP)	Capital Region Integrated Safety Partnership (CRISP) was formed in 2000 with the intention of pooling resources to improve intersection safety in the Edmonton Capital Region, Alberta	Edmonton	Not for Profit	Yes	Operational	All	CRISP recently revised their vision, mission and values to include the Vision Zero philosophy.	https://drivetolive.ca/
Co-operators	Co-operators offers multi-line insurance and investment products, services, and advice to build financial strength and security. Our vision to be a catalyst for a sustainable society is reflected in everything we do, including our community investment programs, strategic partnerships, and active volunteerism. We champion and fund the development of community-oriented co-operatives and social enterprises, invest for positive impact, and work hard to contribute to communities across Canada by supporting financial literacy, mental health, flood safety, and sustainability initiatives and programming.	Canada	Industry		Insurance	All		https://www.cooperators.ca/en/About-Us/sustainable-communities.aspx https://www.cooperators.ca/en/About-Us/community.aspx
Coalition for Safer Alberta Roads	The Coalition for Safer Alberta Roads, formerly the Coalition for Highway 63 and 881 is active in saving lives on some of Alberta's most dangerous roads. Members range from industry groups and regional municipalities to safety organizations and the media. Their goal is to make Alberta roads safer for our families,	Alberta	Not for Profit	Yes	Operational	All	Their vision: Driving to zero every day.	https://saferalbertaroads.ca/our-organization

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	friends, employees and everyone else who travels them every day.							
Desjardins	Works together with TIRF and Parachute to support community road safety projects and Vision Zero programs. For several years Desjardins has been surveying Canadians on distracted driving, drug impaired driving and, more recently, vehicle safety technology.	Canada	Industry	Yes	Insurance	All		https://blogues.desjardins.com/press_release/2020/08/desjardinss-2020-road-safety-survey-results-improvements-still-needed.php
Frank Cowan Insurance (Intact Public Entities)	Supporting Ontario Good Roads Association in their Webinar series on Vision Zero	Canada	Industry		Insurance	All	Webinar series on Safe Roads, September 16, October 21 and December 2.	https://www.intactpublicentities.ca/
Global Alliance of NGOs	The Global Alliance of NGOs for Road Safety (the Alliance) is a collection of nongovernmental organizations (NGOs) that implement programs and lobby for road safety initiatives around the world. he Alliance was established in response to demand from NGOs worldwide for a forum where they can share knowledge and collectively advocate for road safety and the rights of victims of road traffic crashes. The Alliance provides services to its members in three key areas: 1) networking and sharing, 2) advocacy, and 3) capacity building.	International	Not for Profit		Operational	All	CARSP, MADD and Parachute are members of the Global Alliance	https://www.roadsafetyngos.org/
Green Communities Canada	active school travel planning	Ontario	Not for Profit	No	Operational	Active Modes		ontarioactiveschooltravel.ca
International Motorcycle Manufacturers' Association (IMMA)		International	Not for Profit	Yes	Advocacy	Motorcycles		

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International Traffic Safety Data and Analysis Group (IRTAD)	IRTAD is a permanent working group of the International Transport Forum (ITF), an intergovernmental organisation with 62 member countries. It acts as a think tank for transport policy and organises the Annual Summit of transport ministers. ITF is the only global body that covers all transport modes. The ITF is administratively integrated with the OECD, yet politically autonomous. The ITF works for transport policies that improve peoples' lives.	International	Not for Profit		Operational	All	Transport Canada is a member. Some Canadian municipalities (Calgary and Vancouver) have also participated in projects such as Monitoring Progress in Urban Road Safety.	https://www.itf-oecd.org/IRTAD
Labatt	Labatt has long been a Canadian leader in the fight for moderation and against drinking and driving. Since 1929, when the company launched its Highway Courtesy and Roadside Assistance Program which provided aid to stranded motorists and at accident scenes, Labatt has also been committed to overall road safety.	Canada	Industry		Beverage	All		https://www.newswire.ca/news-releases/labatt-road-safety-forums-to-examine-four-key-road-safety-issues-seek-cooperative-solutions-804496061.html
Mothers Against Drunk Driving (MADD)	MADD Canada works to stop impaired driving and to support victims of this violent crime.	International	Not for Profit	No	Advocacy	Impaired Driving	Not covered on website	https://madd.org/
Motorcyclist Confederation of Canada	MCC is the national not-for-profit advocacy organization for the promotion of motorcycling interests. MCC provides a forum for members from across the country to share their expertise and communicate their needs to key decision makers and the public. We collaborate with member federations, clubs, partners, and international organizations to advance public policy and traffic safety issues that are important to Canadian motorcyclists.	Canada	Not for Profit	No	Advocacy	Motorcycles	Safety Campaign May, no direct mention of VZ on website, also a bit at odds with the concept based upon conversations with individual members/leaders	motorcycling.ca
National Center for Safe Routes to School (US)	The National Center for Safe Routes to School (National Center) believes in the importance and joy of safe walking and biking. They provide ways for communities to get started and offer	USA	Not for Profit	Yes	Operational	Active Modes	Launched the Vision Zero for Youth initiative, which builds on how cities and communities across the USA are taking a bold lead in setting ambitious goals	http://www.saferoutesinfo.org/

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	the best information available to make the future they envision a reality. Mostly in the US						to eliminate traffic fatalities and serious injuries and calling it Vision Zero. The Vision Zero for Youth initiative encourages communities and their elected officials to focus safety improvements and efforts to slow traffic speeds where children and youth travel.	
Network of Employers for Traffic Safety (NETS)	The Network of Employers for Traffic Safety (NETS) is an employer-led public/private partnership dedicated to improving the safety and health of employees, their families, and members of the communities in which they live and work by preventing traffic crashes that occur both on- and off-the-job.	International	Not for Profit		Operational	Workplace Safety	US based. Supported by the National Highway Traffic Safety Administration (NHTSA).	https://trafficsafety.org/about/
Ontario Good Roads Association	The Ontario Good Roads Association advances the infrastructure and transportation interests of our members through training, advocacy and services.	Ontario	Not for Profit	Yes	Advocacy	All	See Vision Zero press conference on their website, also include template letters in support of VZ to send to minister	https://www.ogra.org/
Ontario Healthy Communities Coalition/Green Communities Canada	For twenty-seven years the Ontario Healthy Communities Coalition (OHCC) supported people in creating a shared vision of a healthy community, creating innovative solutions to meet challenges and building strong, equitable and sustainable places to live. Services were provided through three main streams: Education, Engagement and Collaboration.	Ontario	Not for Profit		Operational	Active Modes		https://greencommunitiescanada.org/foundation/ontario-healthy-communities-coalition/
Ontario Traffic Countil (OTC)	The Ontario Traffic Council (OTC) is a leading voice in multi-modal transportation in Ontario, offering diverse expertise in traffic engineering, transportation planning, safety and traffic enforcement.	Ontario	Not for Profit	Yes	Operational	All	Included in strategic plan	https://otc.org/

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Operation Lifesaver Canada	Dedicated railroaders and citizens, aiming to save lives by educating Canadians about the hazards surrounding rail property and trains. Operation Lifesaver is a partnership initiative of the Railway Association of Canada and Transport Canada and works in cooperation with the rail industry, government, police, unions, and many public organizations and community groups. Focus on preventing rail crossing deaths and injuries.	Canada	Not for Profit		Advocacy	Rail		https://www.operationlifesaver.ca/
Ottawa Safety Council	The Ottawa Safety Council is a not-for-profit organization offering an array of programs and services to the residents of Ottawa. Our programs include Motorcycle Training and School Zone Safety (Crossing Guards, Pedestrian Safety, Walking School Bus, and Bicycle Safety).	Ottawa	Not for Profit	No	Operational	All		https://www.ottawasafetycouncil.ca/
Ottawa Valley Cycling and Active Transportation Alliance (OVCATA)	Advocates with upper and lower levels of government for rural cycling	Ontario	Not for Profit	No	Advocacy	Bikes	Focus on paving shoulders, operate a bike bank	ovcata.ca
Parachute	Canada's national charity dedicated to injury prevention. In Canada, Parachute has taken the national lead to co-ordinate and share best practices among all the municipalities and communities seeking to improve road safety.	Canada	Not for Profit	Yes	Operational	All	The VZ map records official adoption as the month and year the jurisdiction officially approved a Vision Zero traffic safety plan. Last update 2019	https://parachute.ca
PIARC (World Road Association)	Since 1909, the Association has fostered and facilitated global discussion and knowledge sharing on roads and road transport. The Association now boasts 122 government members worldwide and retains consultative status to the Economic and Social Council of the	International	Not for Profit		Operational	All	TAC is a member (along with the federal Government, the Province of Ontario and other Canadian organizations: AECOM and COLAS). Its Road Safety Manual is	https://www.piarc.org/en/

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	United Nations. PIARC has a committee (TC 3.1) on Road Safety.						structured based on the Safe System Approach.	
Road safety at Work (BC based)	Road Safety At Work is a program funded by WorkSafeBC and managed by the Justice Institute of British Columbia. The aim is to help BC employers improve the safety of their employees when they drive for work. They also provide tools and resources plus educational and support services all aimed at helping prevent motor vehicle crashes. Road Safety At Work also raises awareness about road safety amongst the general public.	British Columbia	Not for Profit		Operational	Workplace Safety	There may be similar organizations in the other provinces	https://roadsafetyatwork.ca/about-road-safety-at-work/
Share the Road Coalition	The Share the Road Cycling Coalition is a provincial cycling advocacy organization working to build a bicycle-friendly Ontario. We work in partnership with municipal, provincial and federal governments, the business community, road safety organizations and other non-profits to:	Ontario	Not for Profit	No	Advocacy	Bikes	Focus on safety, with reference to Vision Zero in some of their background links, but not directly referenced in their Vision or Mission	https://www.sharetheroad.ca/
Traffic Injury Research Foundation (TIRF)	Traffic Injury Research Foundation (TIRF) - research influences legislation, program and policy development, enforcement, health, education, and training across many sectors.	International	Not for Profit	Yes	Operational	All	Action2Zero: https://action2zero.tirf.ca/	https://tirf.ca
Transportation Association of Canada (TAC)	The Transportation Association of Canada (TAC) is a not-for-profit, national technical association that focusses on road and highway infrastructure and urban transportation.	Canada	Not for Profit	Yes	Operational	All	TAC committee – Road Safety Standing Committee is currently developing the Canadian Highway Safety Guide, a chapter of this will be on Vision Zero & Safe System Approach.	https://tac-atc.ca
Velo Quebec	A program that provides incentives, hands-on assistance and recognition for communities and businesses that actively support cycling as a real transportation and recreation option.	Quebec	Not for Profit	No	Advocacy	Bikes	Provides cycling education for children in grades 5 and 6. Provides guidance to and	https://velosympathique.velo.qc.ca/

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							consulting services to professionals.	
Vision Zero Canada	The organization was founded by Graham Larkin of Ottawa, an advocate for safe, sustainable and equitable streets with a background in architecture and interest in the build environment. Mr. Larkin does a lot of media on the topic and post links to information about VZ, SS, blogs, advocacy for lower residential speed limits, and merchandise and donation opportunities.	Canada	Unknown	Yes	Advocacy	All	It is unclear who the organization's partners or customers are. Most of its statements appear to be aimed at policy makers.	www.visionzero.ca
Vision Zero Network	The Vision Zero Network is a collaborative campaign helping communities reach their goals of Vision Zero. The organization is based in the U.S. but has regularly presented at Canadian events and puts on webinars that are likely attended by Canadian practitioners. They offer peer exchange opportunities, develop practical resources on VZ and SS topics, and provide a voice at the national level in the U.S., including the Road to Zero Coalition.	USA	Not for Profit	Yes	Advocacy	All	The organization is likely a key resource for VZ advocates and communities in Canada. However, it is unknown whether any Canadian organizations are members of the VZN.	https://visionzeronetwork.org/
Velo Canada Bikes	To encourage Canadian residents and visitors of all ages to cycle more often for transportation, recreation and touring by making cycling attractive, safe, accessible and convenient across the country.	Canada	Not for Profit	No	Advocacy	Bikes	A federal level not-for-project corporation	https://www.canadabikes.org/
Local/Regional Cycling Organizations	Various not-for-profit organizations to promote cycling in their municipal and regional levels. Examples: Bike Ottawa, Cycle Toronto, HUB Cycling, Bike Edmonton, Bike Calgary…	Canada	Not for Profit	No	Advocacy	Bikes	When local municipalities are planning for vision zero/safe system policies, make sure their local cycling organizations are consulted.	